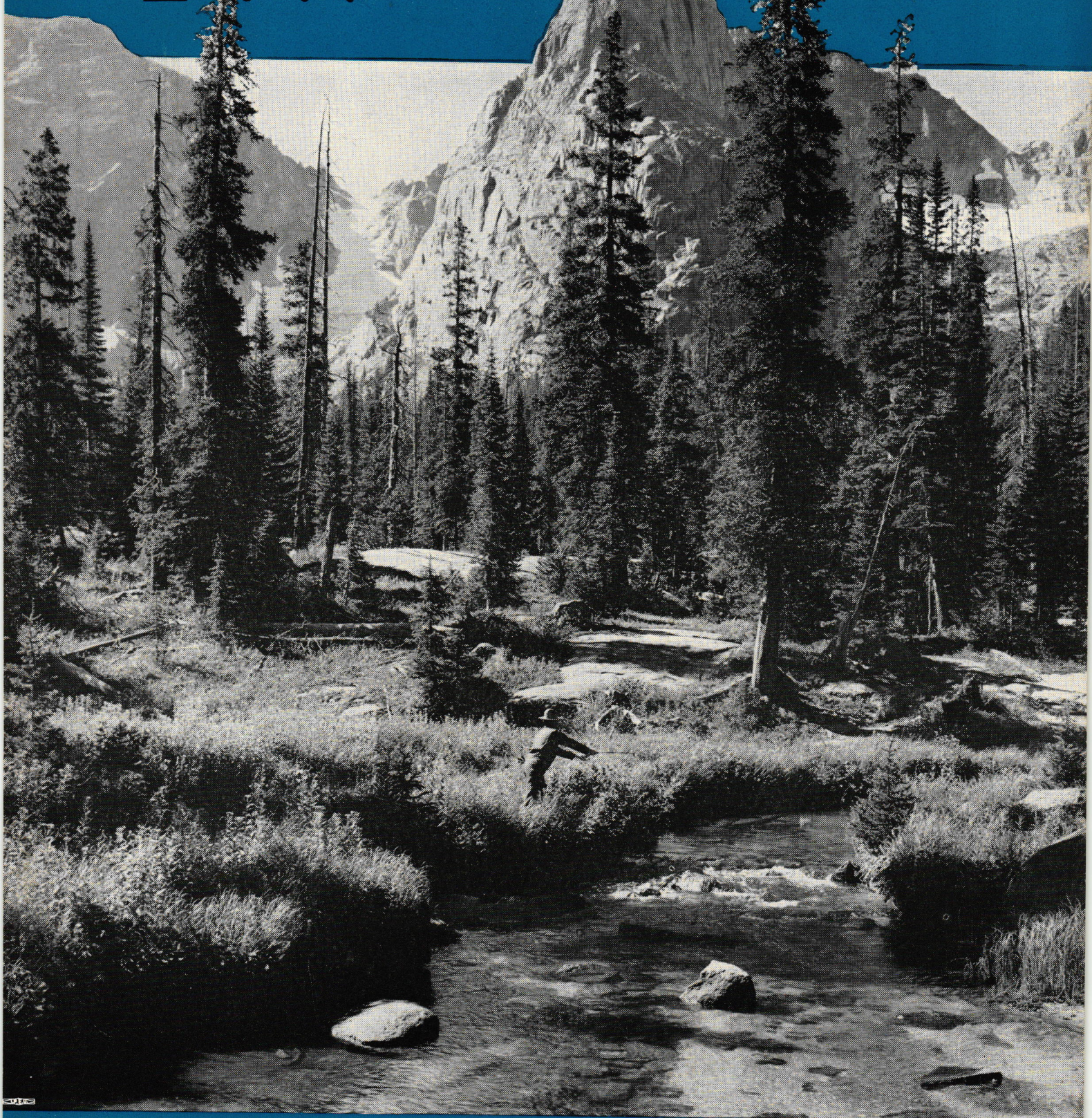
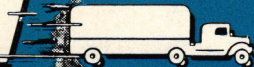


AUGUST 1950

The
**International
Teamster**



America the Beautiful

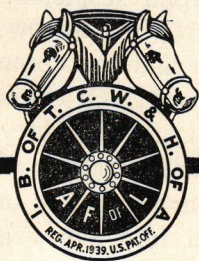
UNION TEAMSTERS

*Be Sure
they're*

SAFE!



The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 47

AUGUST, 1950

No. 8

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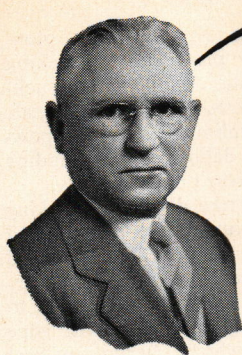
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Timely Remarks

by DANIEL J. TOBIN

John P. McLaughlin

IT is deeply painful and somewhat of a distressing duty to have to inform our membership of the recent death of one of the great men in Northern California who helped create and keep alive the International Brotherhood of Teamsters, John P. McLaughlin, Second Vice President.

John McLaughlin to my mind was one of the most honorable men that I have ever met in the labor movement. In the early days of the attempt to organize the Teamsters in San Francisco, he was one of the leaders. A monument should be created in the minds of men in the trade union movement in San Francisco to the memory of John P. McLaughlin, Michael Casey, Con Carroll, Jack O'Connell and a few others, whom I cannot very well find space to mention here. Those men were fighters of the highest order, possessed with intelligence and brains, with courage and strategy equal to any, superior to most, in their days, beginning about the year 1900. They are all gone and it is sometimes difficult to find men to take their places. Not only did they build the Teamsters organization but their membership enjoyed benefits which are not excelled, or in many instances equal, in any branch of our union in any place throughout the country.

John P. McLaughlin used to be called the watchdog of the treasury of Local Union No. 85 because he was so scrupulously careful and so sincerely honest and so well informed on the financial transactions of the great city of San Francisco. McLaughlin and Casey were the first subscribers to the bonds issued by the city of San Francisco to purchase the first street car lines in that city. McLaughlin and Casey were always clean and beyond suspicion. They went through the scandal of the Schmitz administration. Schmitz, when elected mayor, was a member of the Musicians' Union and

through the treachery of Abe Ruef, a lawyer, and a manipulation of financial efforts with which the name of Spreckels was closely associated, labor blundered and was placed in somewhat of ill repute for many years. Mayor Schmitz and Abe Ruef, the lawyer, both went to prison. In all of this miserable scandal and smearing of labor, John P. McLaughlin, Michael Casey and Con Carroll and their associates were scrupulously beyond suspicion.

I cannot find words to express my sorrow at the loss of those great men who laid the cornerstone for the union on the West Coast. Of course, our union has grown in California and in every other state west of the Rocky Mountains because we have able men now in charge of our union, but in those dark days when I first went into San Francisco those men greeted me with open arms and offered words of encouragement and promises of helpfulness which they observed and kept to the end, and I cannot fail to mention their names now for my gratefulness for their service to the labor movement and to the Teamsters Union especially.

Yes, the union will go on and other men in other days will carry the banner that those great men to whom I have referred above held so high and so honorably, the flag of the Teamsters Union.

Amongst those men or amongst any other classes of trade unionists or citizens of that great state, there were none that could excel the character, the manhood or the trade union principles of John P. McLaughlin. He may not have left much money because he endured sufferings too numerous to mention in the later years of his life, but he left something greater than money to those who follow in his footsteps; he left a life of cleanliness and manhood incomparable in many respects anywhere by any other individual that I know of. His life was devoted to the principles of justice and fair play.

HE held many important positions in connection with the government but he loved his union and his fellowmen so much that the monument of self-respect which shall prevail in the hearts of men who knew him is perhaps something that few men have left behind them when they have been called away. As a member of the General Executive Board, he was ever watchful of the interests of the International. The membership, his associates on that Board, as well as myself, will miss him more than my humble words can express.

I only hope that that Unseen Power which is just to men will let me pass on, when my time comes, with a record as clean and as honorable as

that of John P. McLaughlin. He was one of God's noblemen and I shall miss him more than I desire to explain, but I shall see him in the future in that world where there is no more pain or sorrow. I know that through the justice of heaven John McLaughlin will receive the reward which he did not always enjoy on earth.

Most Men Are Honest

I know that, considering our large membership and our enormous number of local unions, we have, as a whole, the most honest local secretary-treasurers and business agents there are in any organization of its size in America. Once in a while, however, we meet with a so-called smart aleck who is glib of tongue and who sounds conversationally honest if you listen to his own preachings. Now, we have small local unions where the secretary-treasurer has to drive a truck or work all day at his employment. Sometimes this individual is not sufficiently educated to prevent himself from making honest, slight mistakes. As a matter of fact, while he considers it an honor to be chosen to handle the funds of his small local union for very little extra compensation, if you insinuate in any way that he has made a mistake unintentionally he immediately tells you to get somebody else for the job. We have to take those kind of honorable men into consideration and we sometimes try to encourage them to remain and try and avoid making simple mistakes in addition, subtraction, multiplication or division. Very often this type develops into a splendid officer and as the union grows, he becomes a full-time salaried officer.

In our large cities, our large local unions are now able to employ a bookkeeper who handles nearly all the financial end of the game. Sometimes these people are very helpful, and there is one thing certain—they are honest. Occasionally, we find a glib-tongued, double-talking individual who has got into a union as an official. He has some well-kept secret. He may be betting on the horses, or pursuing some other expensive vice.

Where local union officers are paid, they now receive very fine salaries. I recall that I worked for \$21 a week as business agent, 12 hours a day, 7 days a week and that meant salary and expenses. Three dollars was supposed to be for expenses. I was then the highest paid business agent east of Chicago. Today our business agents get an average of \$2 a day expenses outside of their salary which runs from \$75 a week up to \$150 a week. In addition they get paid for the use and upkeep of their

cars and in some instances the local unions buy the cars. This is not extravagant—this is good business because the territory which has to be covered today by the average outside man is so much greater than it was 30 years ago that there is no comparison in the job.

Most of our unions save some money each month as they should because we are now in the years of plenty and we are going to run into the seven lean years maybe quicker than we expect.

Unions should build up local treasuries but unions should not be penurious and stingy. Neither should they be over extravagant, nor should they permit themselves to be placed on the suckers list. But to get back to my thought at the beginning of this article, I am now thinking of the very very rare crooked official that is caught up with maybe once or twice a year. The International Union is not responsible for the election or selection of the officers of the local. We can't investigate them when they are coming into membership.

It is the job of the membership to see to it that they have decent, honorable men representing their unions because it is a very important position and it is a great honor to represent the rank and file of the men who work with you day after day. It is also true that these men receive good salaries and that 99 per cent of our people are on the level. The rat who steals or misappropriates any of the money entrusted to him is unworthy of the name of man and should be not only expelled when found willfully short in his accounts but he should be advertised throughout the union labor world so that he would not get in and get control of some other union, perhaps an organization outside of the Teamsters. I believe if found guilty after a fair trial he should be dealt with by law.

I hope and trust the day will come when the International Constitution will compel all local unions to have their books audited twice a year by a registered public accountant as well as by their local trustees. This is what is done by the International. If it is good enough for the International (and we recommend its continuance) then it is good enough for our local unions.

It Can Happen Here

I have more than once, within the last eight years, cautioned our officers and our honest membership to watch what's going on within their unions. I have repeatedly referred to the procedure of the communist agencies in this country. Their first thought is

to destroy the labor movement by creating dissension, suspicion, and factionalism within the unions.

The investigation by the government in recent months has proven my reasonings have been based on facts as to the danger of the "boring from within" by communist agents. Of course, you, my readers, have sense enough to know that if they can bore inside of the very foundation of our freedom, our governmental secret tribunals and steal the documents from within the archives of the government by their paid agents who are sometimes employed by our government, then what chance has a local union of honest, hard-working Teamsters and Chauffeurs to protect themselves against the ravishing, secret spying of the communist messengers and agents of Stalin and Russia.

There is not a large institution in this country today in manufacturing, in banking or in any other great industry that has not got within their folds, some direct or indirect messenger of communism. I really and truly think that our government has been too lenient with the agents of the communistic government. The pity of it all is that this is the ingratitude of Russia. The people of the United States saved Russia from destruction by Hitler and this is what we get. They are secretly trying to take hold or destroy our freedom, our liberty, our democracy. Certainly the people of Russia have the right to run their own government as they see fit and all we ask is that we be allowed to run our government, our people, our institutions, as we decide by a majority vote how they should be run.

I DID not blame the people of Russia for rebelling against the 2000 years of persecution, murder and destruction they suffered under the Romanoffs, the Czars of Russia. I did not blame them for hating everything that wore a uniform which smelled of Czarism. Their children, male and female, were destroyed and butchered. Their parents were sent into the mines of Siberia. The revolutionists of Russia were turned into inhuman beings as a result of centuries of suffering, starvation and cruelties practiced by the Czars of Russia. In the first World War the Russian Armies were betrayed and sold out by the Czarina and her agents. She was, of course, distinctively Teutonic, being, I think, a close relative of Kaiser Wilhelm. Well, the revolution took place and again, I repeat, I did not blame the masses of the people of Russia for rebelling against the sufferings they had endured for centuries. What happened? They destroyed by death and persecution everything that pointed towards the Romanoffs and their setup.

So it was in Germany, at the beginning of the second World War under Hitler. The people suffered so much as a result of the first war, which they lost through their blundering, that they were not able to come out of the quagmires of destruction, want and misery. It was an easy matter for Hitler to walk in and say, "follow me." The way the people felt then they would follow any kind of leader. But who hired Hitler to come in and take over? Hitler was an Austrian, not a very brilliant man when he started out but he became a brilliant man and undoubtedly he must have had a brain beyond the ordinary Teutonic brain. Whether he destroyed that brain, as has been stated more than once, by disease and drugs nobody knows or if they do know they don't give the facts. But who hired Hitler to come in and take over the German people? Surely they had some able leaders in Germany. They were not all destroyed in the first World War. I will tell you who hired Hitler. The capitalistic Germans who were still in the money were afraid that the labor movement of Germany, which was coming back on its feet, would bring about a condition of socialism. Those capitalistic German manufacturers, some of them scientists, yes, and some of them close to the churches, all joined hands to bring Hitler in and the big boys paid the money to Hitler for one purpose and one purpose only and that was to destroy the labor movement of Germany and thereby prevent any such thing as socialism taking control of the German Reichstag. Well, Hitler outsmarted them. He took their money, he built his armies, he had his youth organizations and then he just said, "Gentlemen, I need you no longer," and he put to death the leading German capitalists who had procured the money and the influence for him to become great. Then he said, "Now I shall take hold of the unions and destroy them and we will have a new Germany, without either Jews or any other kind of religionists that disagree with my policy, which is atheistic and founded only on the dreams that I see and the accomplishments possible when my dreams come true of the greatest nation in the world, my Germany." Exactly what the communists are doing now.

Well, the moral of this article is this, and the message I am indirectly trying to convey is as follows. We have Hitlers in America and we have Stalins in America. They would resent being called by those names but the employers associations of our country are doing now exactly what the employers of Germany did when they brought in Hitler who afterwards slaughtered them by thousands. Those employers, encouraged and helped by some of the

top political leaders, are putting through legislation such as the Taft-Hartley law to crucify labor. I say they will resent being called Hitlers but they are exactly, from an American standpoint of appraisal, the Hitlers and the Stalins of the United States.

You can't crucify labor as was done by the Romanoffs and expect labor to remain docile and live without protest. You may crush the multitudes for awhile and hold them down, maybe for a century, but eventually they will come back in greater masses and strength than ever dreamed of by the fools of Capital and destroy those who destroyed them.

In reading a story of the massacre of the Czar and his wife and all the rest of the members of that family, my heart almost stopped at the description of the brutality by a mob and a movement that the Russian people believed was justified. We cannot condone murder but after all we cannot and do not understand the sufferings of the Russian people for centuries and the murders and the tortures of the innocent, hard working people of Russia for a hundred years previous to the revolution.

We cannot understand how the intelligent, decent people of Germany ever allowed Hitler to get control but they were so down and out, so depressed, so discouraged, as a result of having everything destroyed within their much loved Germany, that they would take anyone and that is where the German people made their mistake. They were highly intelligent, great scientists, superior perhaps to any other country in the world except the United States, but they blundered so badly in two wars that those who come after us will wonder how these madmen, the leaders in each war, how they lost the war that they had almost won. So it is that the capitalistic movement which controls and influences many of our leaders in government, especially in the law-making bodies of both the nation and the states, is digging its own grave just as sure as the Romanoffs and the Kaisers with the Bismarcks and Hindenbergs, dug their graves.

THE masses of the working people of the United States, the greatest number of highly intelligent production workers that the world ever gave life to, are now being shackled gradually and slowly by the ruling class. By that I mean the money bags of Wall Street that control the corporations of America and the corporations through their lobbies who control certain law makers. They are digging their own graves just as sure as the sun will rise and set again.

I am a hater of communism and of radicalism and

of law-breaking institutions. I have been brought up, trained and educated to be what I am through my ancestors but I want to say now that it is very difficult for one to remain absolutely quiet or submissive when we see what is going on in the institutions of our country that the masses of our men and women of our nation died to establish. We have to be patient. We will right the wrong. The persecution of labor institutions by the manufacturers, who are driving us into court every hour of the day, would be enough to cause the creation of an underground movement to destroy capital, were it not for the intelligence and the leadership and the influence of the labor movement of our country. All I ask and hope is that big business law makers will get away from their narrow environment, their early prejudices and their money mad training and realize before it is too late that "It can happen here."

Union-Wrecking Tactics

We are having some trouble with inside disturbers in some of our local unions, especially in one or two unions in Los Angeles. We know the sources of the trouble. It is the inroads made by the un-American element in that over-crowded city, boring from within the tactics of evil, the shyster agitator staying in the meetings until everybody else has gone away, talking for two hours, saying nothing, but endeavoring to tire out the honest, working members of the meeting. They keep on at every meeting, the same half dozen agitators and eventually they get some motion carried and the rank and file, driving next morning on the trucks, don't even know what it is all about.

There are some International Unions that have been completely taken over by the so-called intelligents who are, we know, communistic agents.

The International Brotherhood of Teamsters fought the communists in the Hollywood strike. Why? Because we had a signed contract with the producers and we have kept that contract as we do everywhere else after we sign with our fair-minded employers. We went through the picket lines because we knew that two or three communistic representatives of labor in that Hollywood district were the cause of that blundering mistake of trying to destroy the Hollywood moving picture industry.

We had to remember the time that we did not have any members in Hollywood. Neither did some of the other trades. Now, when this trouble started some years ago in Hollywood by agitators, we were fully organized and had signed union shop contracts,

as we have today, but that communistic element almost destroyed the labor movement in the one-time non-union City of Los Angeles. Los Angeles is now almost thoroughly organized, especially in the Teamsters line. What do we find now within the unions that for years suffered, starved to death with no recognition? Those unions are now built up to where they have very fine wages and working conditions and they are run in an orderly manner by local union officers selected by the membership.

The International Brotherhood of Teamsters, and this is true of other International Unions, finds a few of these loud-mouth agitators that would never be heard of but for their finding fault with everything. Even the most simple little questions that arise mean hours of rattlesnake guff. Of course, we know the picture, we know the cause, we know the reason. But you, my members, do you know? You can't have 100,000 members in the International Union in Southern California and not have a few freaks of nature who are perhaps slightly affected in their brains from hereditary disease but capable of doing some kind of work under our jurisdiction. In addition to those we have a few smart alecks who are taken into the union, very often without investigation of their history. They are hired by truckmen or by a merchant, some of them may be fairly good workers, and as soon as they are hired and our agents are informed that they are capable of doing their work we admit them into the union. Some of these babies are pretty clever. They are trained as to the nature of their work when they go into the union. They have their secret communistic schools for agitators and they are helped to become professional disturbers. Most of them can only fight with their mouths. Their first mode of procedure is to find fault with the new agreement. Instead of getting ten cents an hour which brings us up to \$60 a week for a 40 hour week, the agitator will say we were entitled to 15 cents, etc. Those are only instances of their line of arguments. They get a few honest fellows to listen to them. Any time you advocate more money over what you are able to get without a strike then you have a great many honest fellows that like the talk of extra money so they go along with the agitators. Then, the next mode of procedure is to talk about your officers. Are they or can they be trusted? The whispering campaign starts. Not only in the halls or outside the halls where the membership are meeting but all week long at the freight stations, at the wharves and in the shipping rooms. Anyone can find fault with a business agent but to do better than that business agent is doing for his union, in

99 per cent of the cases, the fellow who is throwing around the insinuations and the slurs and the suspicious thoughts, would not be one-twentieth as good as the man he is trying to injure, with his serpentlike communistic whispering.

THE forefront institution in our country today fighting communism for the protection of our own country and our freedom is the labor movement of the nation. Foremost in that movement is the Teamsters Union everywhere. We know now that during the war Communistic Russia was trying, through Harry Bridges and others, to get control of the canneries of California. Then they would go out into the fields and get control of the agricultural workers. Then when we would go to the canneries with freight cars or trucks to load up the millions of cases of canned foods which was going overseas the inside workers, controlled by Bridges or someone else like him, would quit working on the protest that they did not have the truckmen at the door in their union. Eventually, if we have trouble with Russia, and I hope we will not, these agents can shut off the products of the State of California and of the State of New York through control of the agricultural and cannery workers and the seafaring transport workers. You would have an army of Americans starving in Europe for want of food and as Wellington once said before he defeated Napoleon, "The British Army fights on its stomach." Without food no army can win. It is as necessary as ammunition and still we have people in our country who say, let us shackle labor until we destroy labor. Andrew Carnegie once said the common stock in United States Steel was not even worth water. He also said that if we ever put through the eight-hour day, the Bethlehem Steel Corporation would have to shut its doors and go out of business. Well, Andrew is gone and Bethlehem Steel and United States Steel made more money last year than they ever made in any three years before Andrew passed away. His type still remains, covered up, still hating labor, still sending their high-paid lobbyists into Washington to talk with the leading politicians and to help to strengthen the chains that they have now attempted to place on the bodies and souls of the men and women of labor through such legislation as the Taft-Hartley law.

American business men and professional politicians, wake up before it is too late. Look to Russia, Germany, France and what you see I hope and pray will help to make you understand the dangers confronting our freedom today.

All-Check Campaign Wins Praise

OFFICIALS of the International Brotherhood of Teamsters are completing studies of the 1950 All-Teamster Check, following the most successful mobilization of the membership in the history of our organization.

Throughout the nation—from Barre, Vt., to Boise, Idaho, from Lake Charles, La., to Longview, Wash.—enthusiastic reports on “Operation Double-Check” have flowed into International headquarters. Outstanding result of the campaign was a boost in morale and membership. Many Locals reported increased organizational activities and a sharp reduction in the number of delinquent members as an aftermath of the check-up. Others declared Teamster morale was heightened and a renewed interest in trade unionism developed during the drive.

Experience Helped

Plans for this year’s campaign—conducted June 18-23—were formulated by the National Trade Divisions in session at Chicago in April. At that meeting, the experience of the 1949 check was the basis of planning for the 1950 campaign. However, this year not only over-the-road drivers were checked. The drive became an all-Teamster Check and the campaign was extended to

Enthusiastic Reports from All Over Nation Hail 1950 ‘Operation Double-Check’ As Great Success; Morale and Membership Are Boosted

warehousemen, drivers of all types of vehicles and other classifications.

Officials plan to use the results of the 1950 campaign in tightening Teamster ranks and in launching drives to sign up every worker coming under our jurisdiction.

While the 1950 check was an overwhelming success, naturally in a campaign of this magnitude a few exceptions cropped up. Several Locals failed to receive checking material in time for the drive. Most went ahead with the project, however, including enterprising Terre Haute, Ind., which rushed to Detroit at the last minute and borrowed sufficient stickers, cards and other material. Many Locals advocated more time for the drive, believing the six-day check-up period insufficient to cover their areas. In this group were two Locals in Texas, whose officials in the saddle were spurred to extra speed when it was discovered seven-league boots were needed to cover the vastness of the state. These problems will be taken into consideration in the next campaign.

Typical of the comments on the 1950 check-up were these excerpts from campaign reports:

Kansas City

“The previous experience gained from the 1949 check enabled us to do a better job this year. It appeared very evident the Union Teamsters, whether a truck driver, warehouseman or handler, clerical help or supervisor, were proud of their affiliation with our International Brotherhood and appreciative of the opportunity to show his ‘good standing’ when called upon to do so by accredited agents.”

Port Huron, Mich.

“The check was more efficient as the drivers realized what was going on and were very cooperative.”

Philadelphia

“For the type of jurisdiction we have, the set-up was perfect. We cannot suggest or add anything to it—it was just that ‘perfect’.”

Seattle

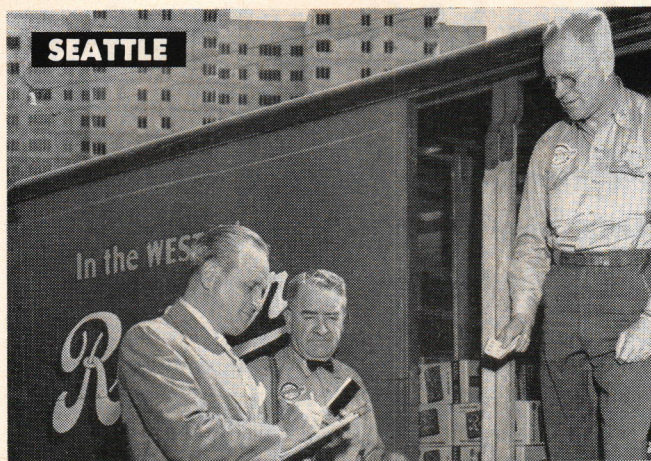
“Having participated in the 1949 truck check, we feel that the 1950



Cornelius Slater, in the cab of his over-the-road rig, gets an O.K. by John Flaherty, left, and John Boyland.



Joseph J. Diviny, president of J. C. 7, left, and Toney Costa, secretary-treasurer, Local 265, check E. J. Watts.



SEATTLE
Frank W. Brewster of J. C. 28 checks the books of helper Gordon J. MacMuller, center, and driver Eugene Reynolds.



LOS ANGELES
Gordon Bates proudly shows his paid-up book to Fred Hunziker, Local 420, as Wally W. Holt, on left, stands by.

campaign was more efficient and effective from a standpoint of paid-up dues books and cooperation from those being checked. The June issue of THE INTERNATIONAL TEAMSTER on the all-truck check prepared the membership for the check."

Wheeling, W. Va.

"The 1950 campaign surpassed the 1949 campaign inasmuch as the people who participated were more or less educated to do a better job. The number of cards turned in convinced me that more effort was put forth in the recent campaign."

Chicago

"... a complete success. . . . I believe the smaller Locals benefited by the check-up because their members were afraid to come into the larger cities without a paid-up book."

Kokomo, Ind.

"The campaign was more effec-

tive because it covered different crafts instead of the one craft."

Wichita, Kans.

"The check campaign was very successful. The new members we gained and back dues we received as a result of the check compensated us for our time and effort."

Los Angeles

"Yes, this year's check was more efficient and better organized. The men were looking forward to it and had their books stamped to date. Their questions on how the check was going showed more interest. The men who engineered the check should be commended."

Kansas City

"Our entire council in working in teams of two found this manner highly successful and very satisfactory. We received full cooperation at all times from both employers and members."

Houston, Tex.

"We feel the campaign was entirely successful and can offer no suggestions for improvement. The steward on each job was delegated as checker and a bit of rivalry was built up between them to see who could get the most complete coverage."

Rochester, N. Y.

"The checking campaign was 100 per cent better as all Local Unions had more time to get set and to set up the proper ground work."

Denver

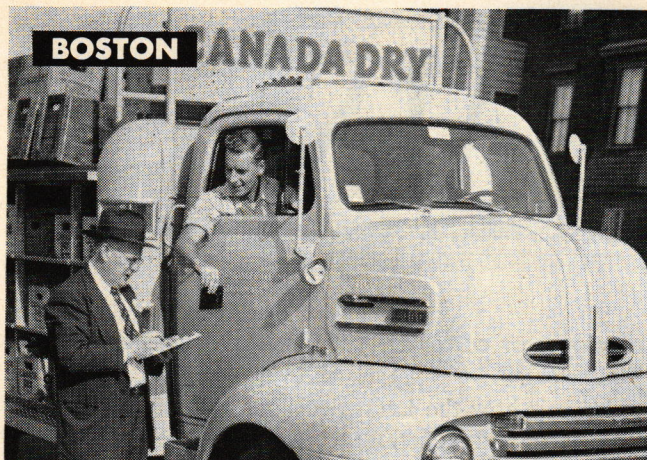
"Pre-campaign information furnished to Local Unions by the International office was very thorough. I believe the average member was more aware of the campaign this year, due to good display and explanation in the Teamsters' magazine. Most of the members recognize the value of this annual check-



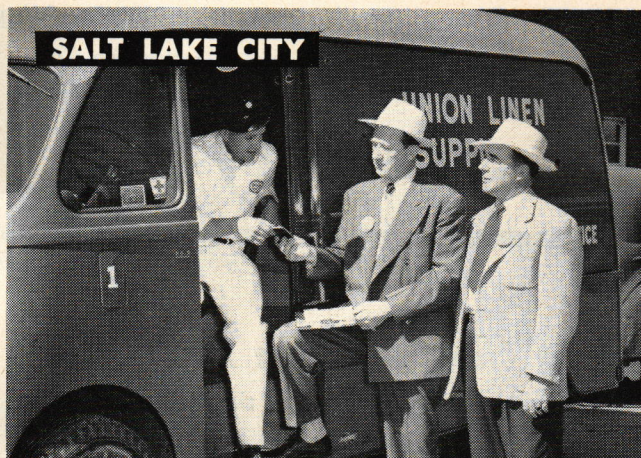
CHICAGO
Thomas Mahoney, Local 734 vice president, says "go ahead" to John Murphy, baking company driver with paid-up book.



DENVER
Ed Meskimen, Local 71, Chicago, and Fred Pyle, Local 961, Denver, produce cards for Bud Woodard, Local 961 checker.



Joseph P. Lane, secretary-treasurer of Local 939, places helper James Ryan on the list as a good-standing member.



Fullmer H. Latter, secretary-treasurer of Local 222, with assistant checker, conducts the check of a member driver.

ing. They realize it will flush out one here and there who is attempting to ride free."

Mason City, Iowa

"The campaign was much more effective as we covered all people who came under our jurisdiction. All members, regardless if they were motor freight drivers, warehousemen or ice cream plant employees felt that they were not only members but a part of all activities of the Local."

Santa Maria, Calif.

"With the men available, we called on every place we had, covering more than 75 per cent of the membership. It gave the impression that we were 'on the ball' and that the check was important. Many of the people that didn't give it much thought sat up and took notice, including many employers. We have comment from employers showing

that they realized we had a solid organization. Some members we didn't get stopped in the office and mentioned the fact that they weren't checked. This showed they were aware of the check."

Saint Cloud, Minn.

"The idea of checking plants and warehouses was good and we think it did our membership a lot of good."

Richmond, Va.

"We feel it was a more efficient campaign than last year. Many of our people appeared to be looking forward to having their books checked."

Portland, Oreg.

"The action was a huge success."

Grand Rapids, Mich.

"Everything went along nicely. . . . It is very helpful to us and brings us in closer contact with our members, who were very cooperative, and

it will help us in the future to organize."

Reading, Pa.

"It helped to straighten up some of the delinquent members. Employees working under the jurisdiction of the Teamsters, who were not members, immediately contacted the office and signed applications because the campaign had been publicized—not only in our magazine, but in local newspapers."

Lawrence, Mass.

"The checking campaign was done in a very fine manner this year. The way the drivers responded to questions was very pleasing to me."

Owosso, Mich.

"The operators seemed to be anxious to have their men up to date."

Boise, Idaho

"This is one of the most helpful
(Continued on page 32)



Charley Porr, leaving the yard, gets a clean bill from Charles Cimino, left, and Mike Rini, officers of L. U. 29.



A. P. Eberl, secretary-treasurer of Local 221, checks the book of Brother Ernest Bredahl, a coal delivery driver.

EDITORIALS

More Confusion in Picketing

The problem of exercising the right of picketing in the trucking field seems to be growing more complicated as the result of recent decisions by the National Labor Relations Board.

Picketing has long been recognized as a justifiable demonstration of labor's point of view. It has come down through the decades as a right, just an honorable way to wage labor's contention. Even the Taft-Hartley Act recognized picketing as legal as long as it is peaceful and is directed against a primary employer.

But with new situations arising the problem of picketing begins to get complex and Teamsters may soon be puzzled as to when they can picket an employer.

The NLRB recently drew a fine line between peaceful and unlawful picketing in a case involving Local No. 807. It had been ruled by the NLRB in the Schultz Refrigerated Service, Inc., case that Teamsters might picket trucks of the employer by throwing a picket line around the trucks even though the trucks were being loaded or unloaded at a customer of the trucking company. It was held that the picketing was primary and directed against the trucking line rather than against a customer and thus was not proscribed under the secondary boycott rules.

And now comes the new case, the Sterling case, in which No. 807 had picketed the trucks of the employer at a customer and ran into legal trouble. The examiner held for the Teamsters, but he was overruled. The Board said:

"In our opinion, such picketing, unlike that in the Schultz case which was directed solely at Schultz trucks, was not confined to the primary employer's trucks, but extended directly to the secondary employer's own premises. The line must be drawn somewhere, and this is where we draw it."

A careful examination of the facts of the case would indicate that perhaps the examiner had a better opportunity to know what happened than did the Board. It seems that there was one 15-minute period in which a Teamster picket was present and no truck was here—the picket probably thought the driver was still inside the lot. Another incident occurred when the picket arrived at about the same time the truck did or at most a few minutes before. There seemed to be no showing of intent on the pickets' part to picket the secondary

employer or customer, yet the Board held against the Teamsters.

Here is how the latest decisions seem to leave us as Teamsters and picketing:

1. It is not lawful to picket a customer of a trucking line against whom a dispute is being waged when there are no trucks of the primary employer present.

2. It may be lawful to picket trucks of a primary employer in front of a customer or a secondary employer providing it is not possible to do an effective job any other place.

These rulings have not been tested in court—they are NLRB decisions only. We await further developments. It should be borne in mind that, first of all, picketing is a traditional custom of calling attention to disputed facts in labor situations. Secondly, trucking presents some special difficulties not found in ordinary labor situations and this may call for some especially hard thinking and reasoning on the part of labor examiners, boards and the courts.

Hijacking—Growing Menace

Truck hijacking is growing at an alarming rate until this year it is estimated that \$50 million in cargo will be stolen. Four years ago the figure was placed at \$20 million and by last year had doubled.

What do hijackers want most from cargo-laden trucks en route to delivery points? The order seems to be this: Clothing tops the list; textiles are second; liquor is third; tobacco fourth; television sets fifth; food, sixth, and money, seventh. Three years ago TV sets were not even on the list and today they are a primary object of seizure.

In the old days of Al Capone, hijackers moved with sawed-off shot guns or submachine guns. Hijacking was accompanied by violence and often death. Today hijacking has become much more scientific. Thieves study truck routes, drivers' favorite stopping places, and types of cargo carried. Hijacking generally takes place around metropolitan areas near a "drop" or "fence."

Thefts are committed quickly, quietly and usually without casualties. This new form is less dangerous for Teamsters who may be victimized by highway robbers, but in hijacking there is always the possibility of injury or death. Thus a constant battle must be waged with fleet owners and drivers on one side using their resource-

fulness, alertness and care against the hijackers who are constantly scheming on new ways to capture valuable cargo. We would like to see the volume of stolen goods drop sharply instead of making the alarming rise which it is apparently showing. The battle against hijackers must continue—and all hands must help.

Death on the Highways

We are approaching another fateful weekend—fateful for those who are reckless in driving on the highways. The weekend ahead which is one of the most heavily traveled in the entire year is Labor Day.

Many families are planning weeks ahead on Labor Day weekend trips. The highways will be filled with traffic during the Saturday, Sunday and Monday period. And the commercial traffic which must keep moving will encounter extra hazards in careless drivers.

Teamsters believe in the gospel of safe driving—we believe there is no substitute for the safe driver. He is the greatest protection of life and cargo on the highways. But since there seems to be an inclination on the part of hundreds of thousands to gun their cars up to all they can stand, it rests with truck drivers to be especially careful during the holiday weekend period.

Miscellaneous Conference Called

To the Secretary-Treasurers of all Teamster Local Unions and Joint Councils:

DEAR SIR AND BROTHER:

The Policy Committee of the Miscellaneous Conference Trade Division has been in session and in accordance with their recommendation I have scheduled meetings for September 13, 14, and 15, 1950, at the Palmer House in Chicago, Ill., for representatives of all Local Unions interested in the following category of our jurisdiction included in the Miscellaneous Conference of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

1. Food sale drivers, including frozen foods, mayonnaise, cheese, pickle products, meat, tobacco, confectionery and all miscellaneous driver salesmen driving trucks who call on retail food and tobacco outlets. This will not include those handling exclusively bakery products, milk or beer.

2. All types of drivers who deliver vending machines and the merchandise dispensed by these machines, as well as those performing service work in connection with the operation of all types of coin-operated vending machines.

3. Outside or advance salesmen of all types who drive passenger cars and who sell to but do not deliver to retail food, tobacco and beverage outlets.

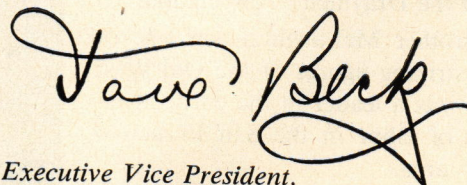
4. Miscellaneous drivers, including all studio, radio, television, film, armored cars, newspaper and periodical drivers and circulation department employees, florist drivers, retail grocery drivers, motorcycle drivers and messengers.

If your Local Union includes members of any of the above classifications or if you have jurisdiction in any of these divisions not completely organized, you are urged to send delegates to these meetings. Out of these meetings will come the policy to be followed in organizing nationally all workers in the above-mentioned crafts. It is most important that your organization be represented.

The grave importance of the problems facing our country and the attendant serious question which confronts the Local Unions coming within the scope of the Miscellaneous Conference make it mandatory that all of the Unions involved be represented at Chicago, Ill., on September 13, 14 and 15, 1950.

A communication will be directed shortly to all Teamster Local Unions which will contain information concerning hotel reservations and the agenda for the above-mentioned meetings.

Fraternally yours,



*Executive Vice President,
International Brotherhood of
Teamsters, Chauffeurs, Warehousemen
and Helpers of America.*

San Francisco Leader Is Dead

JOHN PATRICK McLAUGHLIN, Vice President of the International Brotherhood of Teamsters and one of the grand old men of San Francisco labor, died in the city of his birth on July 1 at the age of 77. Due to ill health, he had been in virtual retirement for two years.

Political Leader

Besides holding high national and local offices in the International, Brother McLaughlin had been a figure of political consequence in the city by the Golden Gate, where he served as U. S. Collector of Internal Revenue from 1921 until 1933. For 50 years he was secretary, treasurer and business manager of Local Union 85. Other offices came to him. The late governor of California, Hiram Johnson, appointed Brother McLaughlin State Labor Commissioner in 1911. He had also served as a member of San Francisco's Public Utilities Commission; as a director of famed Golden Gate Bridge, which links San Francisco to the north; and as a San Francisco city supervisor. His first political appointment came in 1908, to the San Francisco Board of Health. He was president of Teamsters Joint Council No. 7 for many years.

Led Famous Strike

Old-timers recalled that Brother McLaughlin, together with the late Michael Casey and John O'Connell, led the Teamsters local to the great strike victory of 1901 when the drivers won their desperate struggle with the Draymen's Association.

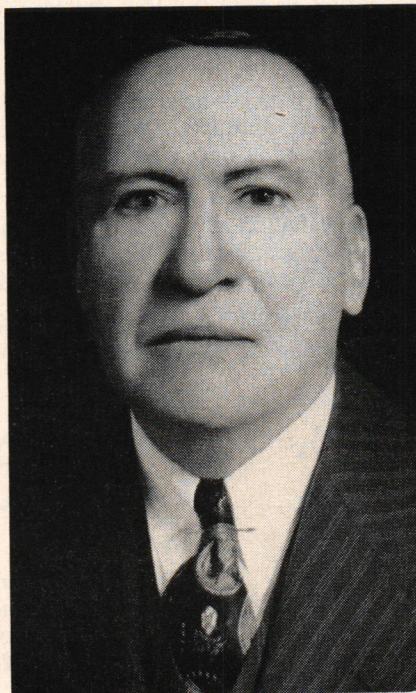
Brother McLaughlin was one of the striking figures of the Old West and was a leader in the early struggles of labor in the San Francisco Bay area.

Born in 1873 in the district known as "south of the slot," the birthplace of many other illustrious San Franciscans, John McLaughlin early be-

came prominent in Teamster affairs. His formal education did not go beyond grammar school, but he never lost the capacity to learn. He often said proudly that he completed his education in the "school of experience." He was one of many staunch San Francisco laborites who helped to give the city its national reputation for being a "good union town."

High Mass Held

A solemn requiem high mass was celebrated on July 3 at the Most Holy Redeemer Church, with interment following at Holy Cross Cemetery. Scores of prominent Californians attended the funeral. Brother McLaughlin's fraternal affiliations included California Council No. 800 of the Knights of Columbus, and Rincon Parlor No. 72, Native Sons of the Golden West.



JOHN P. McLAUGHLIN

*Teamsters Mourn for John P. McLaughlin, 77,
Vice President of International Brotherhood;
Served His State as Well as His Union*

The siren in San Francisco's famed Ferry Building, at the foot of Market Street, sounded in Brother McLaughlin's honor at 9 a. m. July 5 when requiem mass began. At the wail of the Ferry siren, members of Local 85 throughout the city removed their hats and stood for a moment in silent respect for a great union leader.

Pall bearers at the funeral mass were Daniel Flanagan, Western Director, AFL; Bill Conboy, Teamsters' International Representative; Joe Diviny, President, Teamsters Local 85; Steve Gilligan, Secretary, San Francisco Bay Area Joint Council of Teamsters; Walter Otto, California State Federation of Labor.

AFL's Condolences

C. J. Haggerty, secretary of the California State Federation of Labor, expressed the sorrow of the State AFL in a wire to the McLaughlin family which declared that the American Federation of Labor had lost one of its "skilled and fearless warriors, who, for half a century, had carried the fight of organized labor against industrial oppression, and who had sought always to bring the highest possible standards of living to the workers of America."

Survivors include two sons, the Rev. Joseph E. McLaughlin, pastor of St. Mary's Church in Walnut Creek, Calif., and Edward J., of San Francisco, organizer for the Teamsters Highway Drivers' Council and a member of the Executive Board of the San Francisco Labor Council. His wife, Mary, and another son, John, Jr., both died in 1947.

'Let Us Save the Freedom'

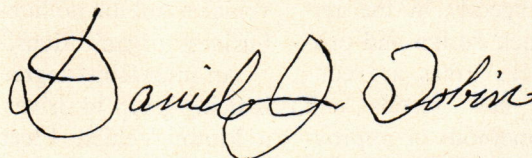
DURING the first World War the Teamsters Union rendered the most valuable service possible. This is not my statement, but is one made by the late Senator William Gibbs McAdoo, who was director-general of transportation and railroads, as well as Secretary of the Treasury during that war.

The writer, as treasurer of the American Federation of Labor, worked side by side with Sam Gompers during that war, helping to keep the wheels of trucks rolling. In World War II, the Teamsters handled for the government over 50,000 tons of freight or cargo per week, over an average distance of 1,000 miles. This cargo, much needed for overseas, was carried in less than a third of the time it would take the railroads to carry it the same distance. The Teamsters Union, through the writer, was first to pledge itself to prevent strikes, at the meeting of union officials and employers called at the White House after Pearl Harbor. We made the same record in 1917.

The Teamsters Union kept its pledge to our country, as it always has done, while others broke their word and pledge almost before the ink was dry on their signatures.

We can do no less now. It is still our country, "yours and mine," and we must save it for the generations yet unborn. This is a most dangerous war or crisis, because we are fighting fanatics—almost inhuman maniacs who will stop at nothing to gain their ravaging ambitions. Human life means nothing to them. Virtue, honor, purity, love of God and fellow-man, means nothing to them. And their hate for us is a consuming hate. To hate is their religion.

So, dear membership, we must fight with all there is in us to save that freedom and liberty, and love of home and friends, which we fought for before against Hindenburg and Hitler. And, with God's help, we will win as before. We may be called upon to suffer, but this nation has proved, in the last hundred and fifty years, that it "can take it."

A handwritten signature in cursive script, reading "Daniel J. Tobin". The signature is written in dark ink and is positioned above the printed name.

General President.

Safety Is More Than One Thing

THE truck driver is making a major contribution to highway safety at a time when both trucks and passenger cars are increasing in number and traffic is growing heavily in volume.

One of the chief points of attack on the part of the railroads in criticizing truck transportation is found in the safety factor. But those who attack apparently neither understand nor do they try to learn what is going on in the trucking field in the interests of improving safety records.

While much has been and can be done in various aspects of safety, there is no substitute for a safe driver. One of the basic points of persuasion on the part of the International Brotherhood of Teamsters is directed toward the safety factor on the part of the individual Teamster, regardless of the type of vehicle he drives. Safety is stressed in all aspects of Teamster work, including articles in the members' journal, *THE INTERNATIONAL TEAMSTER*. This magazine continues to contribute to the safety campaign through editorials, articles and specially designed display covers.

Driver, Then His Machine

Next to a careful driver comes a trustworthy machine. Since our members drive a wide variety of vehicles, this basic qualification applies whether a member drives a neighborhood ice cream wagon or a giant over-the-road tank truck. Truck manufacturers and engineers have worked diligently in the improvement of truck design and production. Metallurgists are constantly seeking new metals and alloys and new methods of improving the standards of materials which make up modern motor trucks.

Considerable talent and expense goes into truck design in the interest of comfort and safety of the driver. Manufacturers have been told over

Well-Trained Drivers, Well-Maintained Trucks, Proper Gradients and Highway Design All Contribute to Raise Highway Safety Factors

and over by fleet owners that ease of operation and minimum fatigue factors are "musts" in truck design.

The problem of producing a safe and useful vehicle is a three-man task: The driver, the fleet owner, and the manufacturer. The driver is the man who has to operate the truck and he is the one who stakes his skill and job and even his life in the safe and accurate operation of his vehicle. He advises his fleet owner on the defects and shortcomings of truck set-up and design. The fleet owner, in turn, must meet his operating expenses and make a profit to stay in business. While he may not always be able to afford to install all the fancy gadgets which may be available, he can insist from his manufacturers that the truck as it rolls off the assembly line be as complete and as safe as engineering, design and manufacture can make it.

The legitimate fleet owner who pays decent wages and uses union drivers knows that he must keep accidents at a minimum. Accidents are costly in terms of lost time and lost business. In order to guard against losses, he must demand rigid requirements of his drivers. Truck drivers must meet strict physical and mental standards in order to man the vehicles in the million or so for-hire vehicles and the millions operated by business organizations.

An increasing degree of attention is being given to driver training and a Motor Vehicle Fleet Supervisors Training Course is presented annually in some 40 colleges and universities. This course, with a thousand "graduates" a year, is reflected in improved driver standards.

At the present time a three-year

study of traffic accidents is being carried on by the School of Public Health of Harvard University. This is said to be the first scientific investigation of the cause of traffic accidents which has been made by a responsible educational or public agency.

Who Is to Blame?

One of the most familiar types of attack at trucking is leveled against the long, slow vehicle which slows down passenger traffic, particularly on hills.

Truck transport as a way of hauling materials is blamed for slowing down traffic on hills in situations of this sort. But the fact is that the illustration mentioned is the result of an inadequate highway system. A Federal highway expert in charge of research for highway transport, U. S. Public Works Administration, E. H. Holmes, has discussed this matter before a meeting of highway officials and said:

"The plain fact is that both highway engineers and highway users have been treating a symptom and ignoring the disease. Actually it is not the presence of the truck or its speed, however slow, that is disturbing the passenger car driver. It is his inability to pass the truck when he wishes. In our efforts to speed up the truck we have been working toward grade reduction, a highly desirable objective. But in many, many cases our adherence to some standardized maximum gradient has necessitated the introduction of so much curvature that passing sight distance on grades has been nearly, or sometimes nearly completely

(Continued on page 26)

Teamster Is Golf Champ

*Yonkers Driver Strokes Hot Putter
To Win National Public Links Title*

TEAMSTER Stan Beilat of Yonkers, N. Y., is the 1950 National Public Links Golf Champion.

The thirty-seven-year-old driver for a whiskey distributing firm conquered the tough tree-lined Seneca Club golf course in Louisville, Ky., with a magic putter to trounce all opposition and win the coveted Publinx crown.

On the twenty-fifth hole of Teamster Beilat's final match, the large gallery watching the contest was treated to an amusing display of exasperation when the Yonkers conker's opponent, John Dobro of Chicago, "fell out" after Beilat sank a twenty-five foot putt, his second three amazing green shots which gave him three straight birdies and a 4-up lead over Dobro. Dobro's good-natured "fainting act" was understandable, for, altogether, Beilat had a total of twelve one-putt greens in that final match, many of the cup-clinkers being from 20 to 37 feet long.

Beilat, who was knocked out of the 1949 Publinx tourney in the first round, had a tough time getting through the semi-final match this year. He was saved by that magic putter, a sledge-hammer type club which the Teamster wielded with deadly aim.

In that semi-final round, Frank Rutkiewicz of Honolulu came from 3-down to go 1-up on Beilat on the thirty-fifth hole. The Yonkers linksman fired a birdie on the next hole to tie, then sank a spectacular forty-two foot putt to win the match.

In the final match, Beilat finished Dobro on the thirteenth hole of the second round. The Teamster's drive on the 138-yard hole landed three feet from the pin, and Dobro's first shot was 50 yards from the cup. When his second shot went astray, Dobro congratulated the new Publinx champ.

Dobro was only one down after 23 holes, and the



Young admirers keep in step with Publinx Champ Stan Beilat.

match was still a nip and tuck battle for birdies. But, Beilat and his invincible putter started putting on the heat on the twenty-fourth hole. He tallied four straight birdies and increased his advantage to five on the thirtieth hole.

When Dobro was eliminated on the thirteenth hole of the second round, Beilat was one under par for the thirty-one holes of play. He carded 120 against par figures of 121 for the thirty-one holes played.

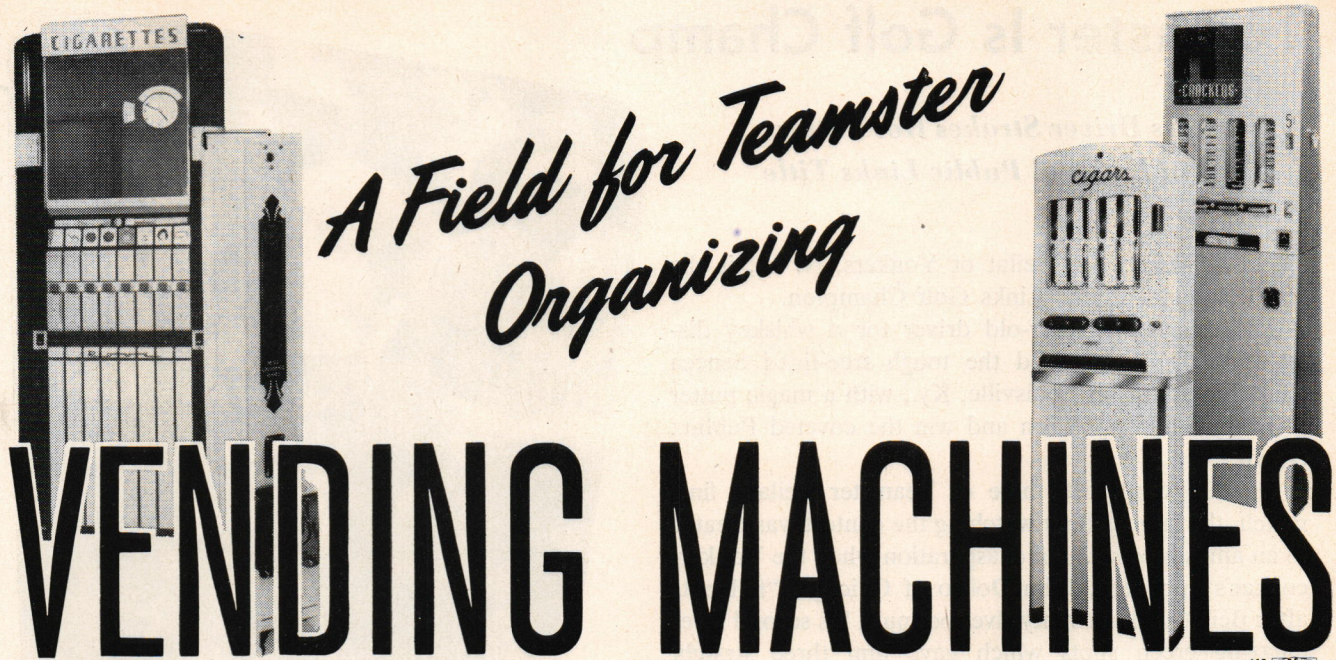
Beilat was the first New Yorker to win the public links championship since 1935. Enthusiastic Yonkers fans immediately launched plans for a rousing homecoming welcome when they learned of his victory over Dobro.

Teamster Beilat, a bachelor and a union driver since 1945, regarded his victory with unusual modesty. Said the ruddy, stocky champion:

"One of those miracles that happens once in about 20 years."



John Dobro (right) falls to the turf in amazement as Teamster Beilat dropped the second of three sensational putts.



A Field for Teamster Organizing

VENDING MACHINES

AUTOMATIC merchandising—selling through vending machines—has become big business in America. It may hit the billion dollar mark in 1950, so terrific is the increase in this newest form of selling.

Three years ago figures for the industry indicate a volume of a half-billion dollars and in 1948 it had grown by 50 per cent to the \$750 million mark. With prosperity levels at new highs, experts in this new form of merchandising claim that it will hit the billion dollar mark by the end of the year.

Automatic merchandising is especially important to Teamsters for here marks an entirely new series of opportunities for organization in the field of our jurisdiction, but first let's look at the background of the industry.

Vending machine operation in a practical fashion is less than half a century old. We have had simple mechanical chewing gum, candy, candy ball dispensers for many years. And historians tell us that the first coin-operated machine was a water-vending apparatus invented between 100 and 200 B. C. This was a "sacrificial vessel," but there appears to have been no particular effort to carry on development from that early period.

Today the vending machine industry is big business and a far cry from the infant industry of 25 years ago. The vending machine industry has its own trade associations, a series of magazines, an annual directory, and numerous manufacturers and expert engineers and designers who specialize in devising new and better ways of producing machines to entice nickels, dimes, and quarters from Mr. and Mrs. America.

Are in Three Classes

Generally speaking, there are three classes of automatic machines:

1. Food, drink and merchandise machines.
2. Amusement devices, pianos, juke boxes, etc.
3. Coin-operated meters, for installation on refrigerators, television sets or other pieces of equipment, enabling the consumer to "buy" on the instalment plan.

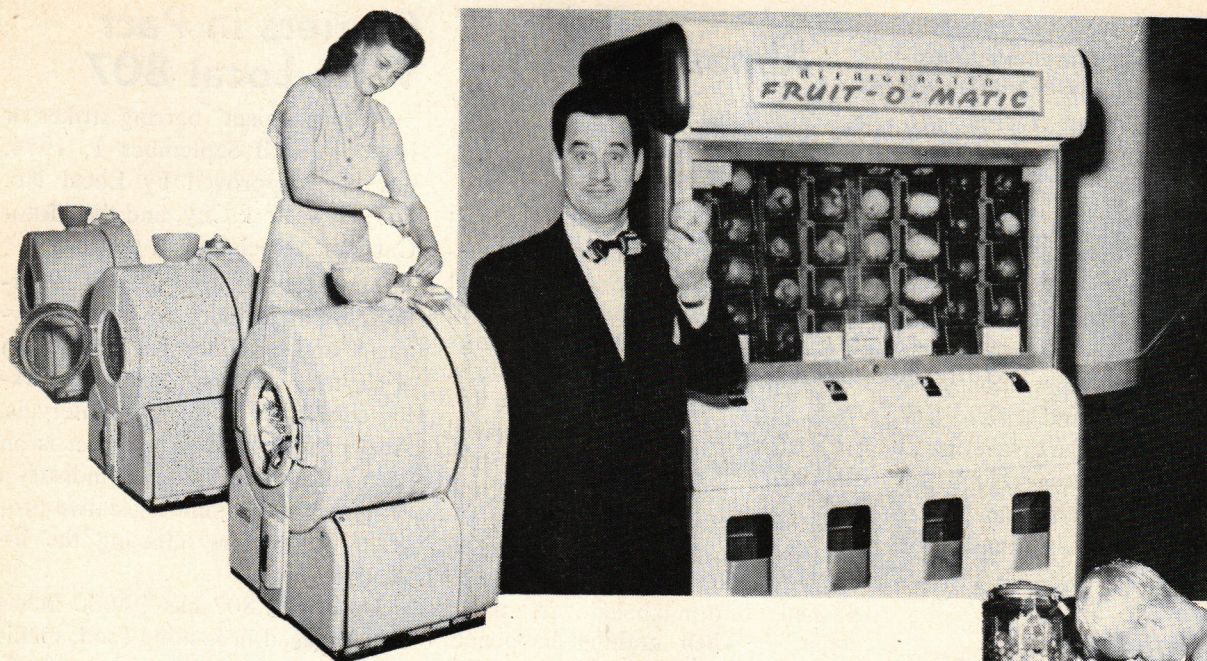
We are concerned primarily with group 1, the food, drink and merchandise vendors. Just what can you buy from a vending machine? The list is long and growing every month as machines are devised to sell new items. Here is a list, and this is by no means complete, for by between the time this article is

written and in the hands of our members, new items will be available via automatic merchandising: Fruit (apples, oranges), aspirin, ice cream, beverages (milk, cola drinks, ades, fruit juices, coffee, ginger ale, etc.), books, grilled frankfurters and hamburgers, grilled cheese sandwiches or plain sandwiches, crackers and cookies, hosiery, camera film, soup, roast or ground coffee, towels, handkerchiefs, dental kits or toothbrushes, cigars and cigarettes, railroad tickets, insurance policies, flowers, telegrams, golf balls, vitamins, soap, pencils, newspapers, perfume or lotion, popcorn, postage stamps, postcards, ice cubes, voice recordings, French fried potatoes, sun-tan sprayers, doughnuts, stationery, candy and chewing gum, and nuts.

In addition to these items, the public can buy service. Most familiar, perhaps, is the parking meter, another coin-operated device. You can also get your shoes shined, have your photograph taken or get your hair dried.

If you want to buy appliances on the instalment plan you can have meters put on such items as TV sets, refrigerator or other appliance, and even on your automobile.

W. A. Patzer, president and chief



engineer of the A. B. T. Manufacturing Company, designers and manufacturers, says "In time to come, such stores as super-markets, dime stores, drug stores, etc., will be completely automatic. In place of merchandise being in the open for the general public to inspect, it will all be under glass—in rows upon rows of vending machines."

Trend Cited

Perhaps Mr. Patzer's prediction is wishful thinking, but it does indicate the goal toward which merchandising may be directed. He points to the automatic laundry as one evidence of the trend toward more and more automatic operations.

The 1950 source book of the Coin Machine Industry has some 200 entries or categories of information including products, manufacturers, services, etc. The 1951 edition will undoubtedly have even more.

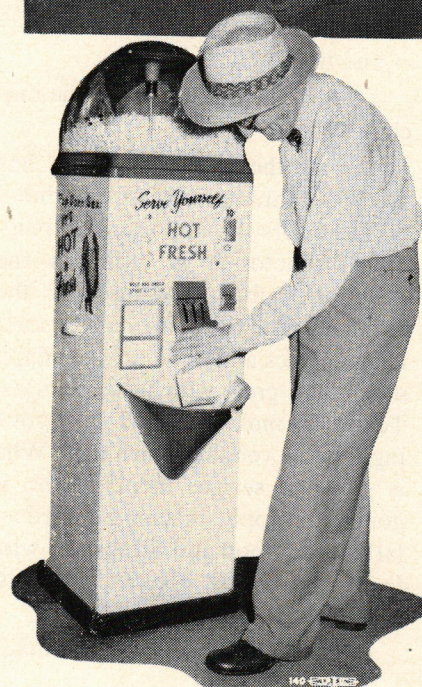
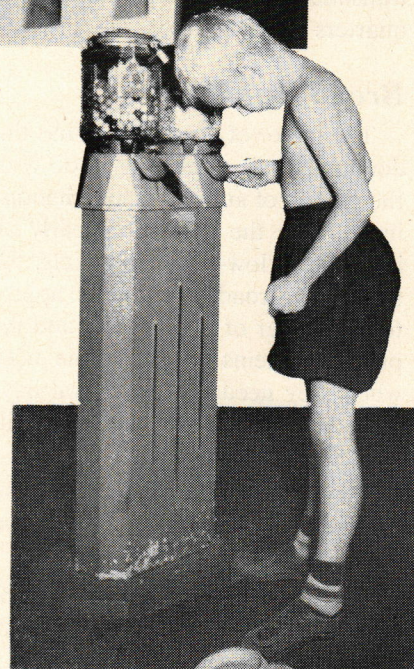
This source book or any of the following magazines in the vending machine field will be eye-openers for Teamsters who are interested in learning more about this phenomenal industry: *Coin Machine Review* (publisher of the source book), Los Angeles, Calif.; *The Cash Box*, New York City; *Vend*, Cincinnati, Ohio, or *Automatic Merchandising*, Fort Worth, Tex.

Where are the machines placed? Good locations, of course. Experts in the vending machine business say that location is all-important for success in this field. The Rowe Manufacturing Company, Inc., operator and manufacturer of cigarette vendors, has prepared a handsome little booklet for war veterans entitled "Is Your Future in the Vending Machine Industry?" Among the bits of advice given is a passage on location and says "... Restaurants, bars and grills, factories, taverns, hotel apartment houses, filling stations, bus stations, airports—these are the places most likely to be average or better locations."

What accounts for the growth of automatic merchandising? The answer to this question is related to the one on location. The literature says little about why automatic merchandising is growing rapidly, but here are some reasons which are apparent from a study of the factors surrounding the increase in volume of vending sales. While this is not the whole story, much of it can be told in four words: Money, leisure, travel and convenience.

Fast-Moving Goods

As production indices get higher and we have more and more money in circulation, there is more money



to spend on anything the consumer may wish to buy. The vending business depends on low-priced goods moved at a rapid rate, thereby giving a heavy volume of sales. Thus the sales appeal is to anyone with small change to spend. The market is an all-inclusive one, not a luxury or so-called "class" market.

With shorter work week and more hours of leisure, the American people are spending more money on amusements, food, and travel. Leisure time hours in bars, taverns, or any place of business geared for food, drink or entertainment are translated into nickels, dimes, and quarters of the public.

Broad Appeal

The factor of convenience has undoubtedly had something to do with the growth of automatic merchandising. Since the items are nearly all in the very low-priced brackets, the appeal is broad. Add this appeal to the matter of opportunity and the providing items which people need when they need them and you have a potent sales instrument. This the vending machine does.

Why should Teamsters be interested in the vending machine business? The answers are two:

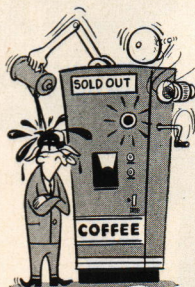
1. Automatic merchandising is no passing fancy, it has become a major method of selling and is here to stay—and to grow.
2. Someone has to service the machines.

One of the attributes which has made the International Brotherhood of Teamsters the important and significant factor it is today in the American labor movement is the ability to note the changing economic tendencies and to be able to adapt, utilize and grow with these changes. Teamsters must recognize this growing field of vending machines. Who is going to service them? Who is going to supply machines, particularly in the food and drink field with fruit, gum, candy, cookies, crackers, sandwiches, beverages, etc.?

If Teamsters overlook automatic

Almost Human

Now and then, you hear somebody say, "The way vending machines hand you things, they seem almost human."



When Carl Hixon, a Minneapolis airport employe, says it, his voice rings with conviction. Hixon has not only been served by vending machines, he has

been attacked by one.

Not long ago, he put a nickel in an automatic coffee vendor and pushed a button labeled, "cream and sugar." When nothing happened, Hixon slammed the machine a bit with his open hand.

The machine uttered a sharp clank, red lights flashed angrily and a charge of hot coffee squirted on Hixon's suit. A sign flashed: "Sold Out."

merchandising as a field for organization, they are missing one of the biggest bets in modern union organization possibilities.

Carriers in Pact With Local 807

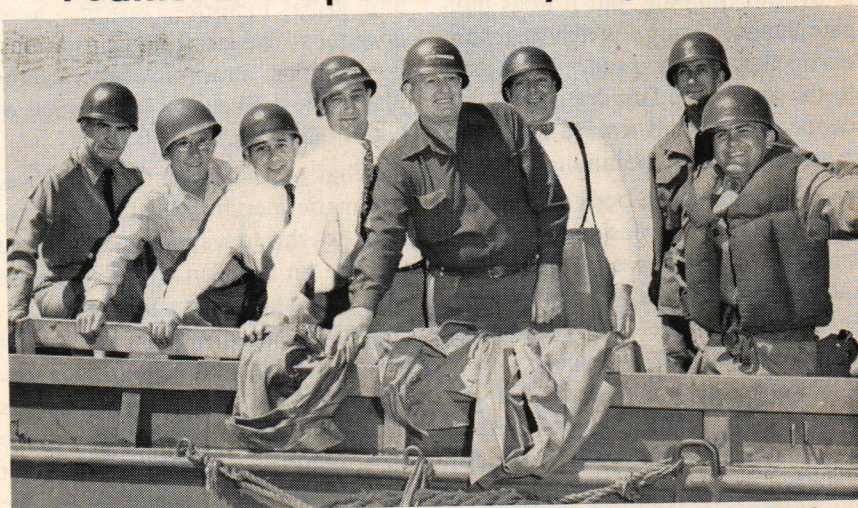
A "peace pact" barring strikes or lockouts until September 1, 1954, has been approved by Local No. 807, New York City, and the Motor Carriers Association of that city.

The pact sets up a permanent arbitration machinery to settle grievances and provides for arbitration of disputes affecting wages and working conditions at two-year intervals. Also provided for in the pact is an economic survey of the industry's problems and a joint legislative program on matters affecting the industry.

Local No. 807 has 10,000 members engaged in hauling food, medical supplies, newsprint and miscellaneous merchandise.

The managing director of the Motor Carriers Association, in a letter to members, said that the strikes of 1946 and 1948 offered proof of the conclusion that "no one wins by a strike." A campaign will be launched by Local No. 807 and the Association to bring back shipping to New York that was diverted to other ports during the strikes.

Teamster Inspects Army Equipment



When the Fresno, Calif., sponsoring organizations of the Headquarters and Headquarters Company, 818th Transportation Truck Battalion were visitors at the unit's training quarters at Camp Stoneman, Calif., the Teamsters' Union was represented by Al Fudge of Fresno. Above, representatives of organizations sponsoring the transportation unit and officers prepare for a "cruise" in an amphibious "DUKW." Left to right: Col. Ross Warren, Sixth Army transportation officer; D. H. Spenser, California Truck Owners' Association; Allen Smith, Valley Motor Lines; Frank Barrier, Rumbley Trucking Co., Inc.; Al Fudge, Teamsters; Harry Cayford, CTOA; Lt. Col. Earle W. Taylor, the 818th's commanding officer, and Sergeant Winter, "pilot" of the DUKW.

Testimony Raps ICC, Gypsies

MY NAME is Frank Tobin. I am Director of Research for the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America. Our union has more than 1,000,000 members, of whom about 200,000 are directly employed by for-hire motor carriers of property under the jurisdiction of the Interstate Commerce Commission. Many of our other members are employed in allied or related fields very closely linked with over-the-road transportation.

Has Vital Interest

You will understand from these figures, disclosing how many of our people make their livelihood in motor transportation, the vital and necessary interest our union has in all its problems. Not only the living standards of our union members but their safety and often their lives are at stake. We cannot overemphasize our concern that sound and proper conditions be achieved in motor carrier transportation of property through adequate regulation by the ICC or, if necessary, some other Government agency. We want a vigorous, sound, constructive, forward-looking industry offering a safe, adequate and economical means of transportation to the public. Only in this way will our country gain.

I regret that it is necessary to say flatly that we do not now have such an industry. On the contrary, we have an industry which is in a deplorable and chaotic condition. The situation is not improving; it is steadily becoming worse and at a progressive rate. The industry is in the process of destroying itself. Shippers, employees of the industry, competitors of the industry, and all the general public which drives on the nation's highways are forced to suffer along with the industry.

The fault for the present intoler-

International's Director of Research,

Appearing before Senate Subcommittee, Presents

Scorching Attack on 'Lackadaisical' Attitude

The testimony on these pages was given by Frank Tobin, director of research for the International, before the Senate Subcommittee on Domestic Land and Water Transportation, which is considering legislation affecting the trucking industry.

able predicament of the motor carrier industry is not, in the union's view, the fault of the organic law governing motor carriers. While that law might be improved in some particulars, the basic theory of regulation in the public interest by an experienced administrative agency is sound. It is not the law which is at fault; it is the feeble and ineffective administration of the law by the regulatory agency to which it was entrusted—the Motor Carrier Division of the Interstate Commerce Commission.

It is the union's opinion that the Motor Carrier Division of the Interstate Commerce Commission has not shown the requisite zeal necessary for the protection of the public and the establishment of a sound national motor freight transportation industry. It shows a constant disinclination to grapple with controversial issues and a preference to slide along with existing conditions as the course of least resistance. The Commission has not supplied for the motor carrier industry anything approaching effective supervision and leadership which must be provided by a public regulatory authority.

Constantly Apologizes

The Motor Carrier Bureau constantly apologizes for the record it is compiling on the ground that it

lacks adequate appropriations and enforcement staff. The union is unconvinced the Motor Carrier Division of the Commission genuinely desires the appropriations and staff it says is required for an effective regulatory job. If it had all necessary powers, it might thus be stripped of the apologies and excuses it now gives for its own inertia. It is obvious the Commission has not done, with its very considerable existing facilities, all it could, and all that the Congress and the public have the right to expect.

Has Poor Attitude

Let me refer to the Annual Report filed early this year by the Commission for a few illustrations of the basically lackadaisical attitude which the Commission reveals. Here are a few quotations from that report:

"The number of [motor carrier] accidents reported continues to increase from year to year."

"Again in 1948 the number of accidents reported by common and contract motor carriers subject to our regulation, and the resultant casualties, have increased substantially during a period marked by a national decrease in motor vehicle accident fatalities."

"It is estimated that there are 25,000 exempt carriers and 100,000 private carriers who have never been notified except through press releases that they are subject to the safety regulations. With the staff at our disposal it is impossible to make the application of our safety regulations wholly effective."

"To the extent of the ability of our available staff we are continuing our enforcement work with motor carriers in an attempt to obtain compliance with out motor-carrier safety regulations. The number of motor vehicles and combinations inspected by our field staff in 1948 and the first six months of 1949 reveal the following: Number of vehicle inspections in 1948—16,073, in which there were disclosed 57,970 separate deficien-

cies; for the period October 1, 1948, to September 30, 1949, there were 10,106 such inspections revealing 36,052 deficiencies. In both of these periods the deficiencies included defects in steering mechanisms, brakes, lighting devices, and various other mechanical features necessary for the safe operation of motor vehicles on the highway.

"The number of driver-asleep accidents reported during the period July 1, 1948, to June 30, 1949, was 249 as compared to 197 for the similar preceding period. The increase is due to a large total number of accidents reported and use of a new supplemental form designed to elicit more specific information in questionable cases."

While this safety record is a shocking one, nevertheless the Commission has no general recommendations to make. On the contrary, it says in its report that in view of the inquiry you gentlemen are now conducting, which will constitute a thorough review of the Commission's problems, "we believe that at this time we should make no recommendations as to basic matters affecting transportation in a large way." This very same report, however, contains references to cooperation with greedy industry interests, and its opening sentence is pitched on the theme of the difficulties besetting the carriers.

What Should Be Done

There are some obvious steps which the Commission might take in the improvement of safety on the highways but which, so far as I know, have been largely unexplored. The Commission ought to seek out every opportunity of entering into cooperative arrangements with state and municipal enforcement officials who are thoroughly conversant with general problems of traffic and safety on the highways. This type of cooperation would greatly increase the effectiveness of both federal and local enforcement officials but, so far as I know, nothing tangible ever has been done by the Commission along these lines. If FBI and other federal agencies can cooperate with state and city officials, there would seem to be no reason why the Bureau of Motor Carriers could not work out similar methods of cooperation,

leading to far more effective enforcement of safety on the highways.

The Commission's power to impose penalties for safety violations should be greatly strengthened. It should be authorized and directed to revoke the certificates of repeated violators. Putting more teeth into the penalties for violation of the Commission's rules would be among the most important legislative changes this Subcommittee could recommend.

Important Case Is Cited

The Bureau of Motor Carriers was afforded a magnificent opportunity to do something about the present intolerable conditions in a proceeding now before it involving the lease and interchange of vehicles and styled *Ex Parte MC-43*. This proceeding is the most important matter in the motor carrier field which the Commission has ever had before it. The pernicious and pervasive "leasing practices"—so-called—of carriers are a mainspring of all the manifold evils which now threaten the stability of motor carrier transportation. Affirmative and constructive action by the Commission in this proceeding is an essential first step on the road to regulation. Thus far, the Bureau of Motor Carriers has devoted three years of stumbling effort to this proceeding and proposes to do virtually nothing.

In order properly to understand the significance of this proceeding, it is necessary to turn back to the conditions which obtained before 1935 and which initially led to the Motor Carrier Act of 1935 first bringing motor carrier transportation under federal regulation. Former-Commissioner Joseph B. Eastman, who at that time was Federal Coordinator of Transportation, tendered a report to Congress in March, 1934, entitled "Regulation of Transportation Agencies." Here is the manner in which conditions in the industry were then described—and I might add that if I had not specifically stated that this was a 1934 report I am sure you would have as-

sumed it was a report as to current conditions. It is certainly as true now as when it was written:

"Intercity trucking is disorganized and much of it is in an economically unsound condition***. The small scale of operations, the presence of three or more or less distinct but highly competitive types of operators, and the ease of entering the business are the basic reasons. There are thousands of little operators, with a very few trucks or even a single truck***. It has been and is easy to enter the business***. A small sum, and often only a down payment on a single truck, is enough in many instances for a start***. This ease of starting small-scale operations has the natural result that many truck operators are poorly trained and inadequately financed, and some are irresponsible. The lack of training means hardships for the individual trucker and difficulties for his competitors, both those of equally low qualifications and those who, with greater experience and larger resources, try to conduct their operations on a business-like basis. Too often rates have been demoralized by operators with little or no knowledge of costs or by those who have been driven by sheer financial necessity to quote rates which they know to be unremunerative***.

"Inexperienced and often ignorant and poor, individuals have been induced to buy trucks, on the installment plan by high-pressure salesmanship and reckless representations as to prospect for traffic and earnings. Such exploitation of operators has been a substantial factor in the present low state of the industry***. Various abuses have developed which amounts to virtually a 'racket.'"

Don't Own Equipment

In order to demonstrate how accurate that picture is of current conditions, let me attempt to describe for you briefly precisely how freight motor transportation is now conducted. Someone unfamiliar with the industry might well be astonished to learn that a large and increasing number of our motor carriers do not own a single piece, or only a limited amount, of equipment. In the words of the spokesman for the American Trucking Associations in recent testimony before the Commission, ownership of motor vehicles amounts to "going into the garage business" whereas he and other industry leaders are really transportation men. The actual business of transportation is performed, not by authorized carriers, but by individuals who happen to own equipment, and who

are hired by certificated carriers to haul the freight of shippers. These individuals are called, by their defenders, "owner-operators," but are more commonly known in the industry as "gypsies" or "wild catters."

How System Operates

Let me suppose a concrete situation in order to show you precisely how the existing system works. A carrier may be authorized by the Interstate Commerce Commission to engage in general common carriage of freight in a given region. It may own not a single vehicle but rely for freight hauling on the itinerant gypsies it can contact. When freight is tendered to the carrier, it notifies the man in the locality commonly accepted as a broker—possibly the owner of a filling station or tavern frequented by gypsies. This broker will let it be known to the gypsies at his establishment that a given carrier has a load of freight destined for, say, Pittsburgh, and he will dicker among the gypsies until an acceptable bargain is driven under which the gypsey orally agrees to haul the freight delivered to the authorized carrier. The carrier compensates the gypsy on the basis of the percentage of the revenue received by him and thus avoids all possibility of loss to himself. His certificate from the ICC becomes a license to exact tribute from the gypsy.

A great and growing percentage of freight is now being moved in precisely this fashion. A survey conducted by the Union indicated that 60 per cent of all intercity motor freight is hauled by gypsies. To one accustomed to normal public utility operations, the situation is so startling that I invite you to consider it. The carrier obtained his certificate from the Interstate Commerce Commission on the representation required by law that he was fit, willing and able to engage in transportation. In any other field of public service, it would follow almost axiomatically that the public service corporations had the finances, equipment and

proven experience to engage in its chosen field of endeavor. But in the motor transportation field, the laws of public service apparently stop as of the time an applicant is able to inveigle a certificate from the Interstate Commerce Commission. Armed with a certificate, he is now fully ready and open for business. The certificate-holder can rely on gypsies entirely to perform the services for which he has obtained permission.

Gypsies are of several types, but his essential hallmark is his willingness to carry freight for any authorized carrier on a trip lease basis. The true gypsy, or wild catter, bangs around the country in his piece of equipment which he has usually purchased on time and on which he is usually behind on the payments. He shops and bargains as he can for any load of freight tendered to him. In a city where the outgoing traffic is heavy, he may drive a compensatory bargain for his services. Where the traffic is thin, he may be forced to take a load for hardly more than his gasoline expenses in order to be moving on.

Men Are Exploited

So-called exempt or private carriers are substantially in the gypsy class. Such a carrier, after his initial haul, is ready to shop about for one or more trips necessary to return him to his starting point. In theory, he leases his vehicle and offers his services to the authorized carrier which chances to offer him a load in the right direction.

This fluid force on the highways, ripe for exploitation, depends for its existence on the ability of authorized carriers to lease equipment with almost complete freedom. Polite trucking circles talk of "freedom to lease" and the desirability of "augmented equipment." When you hear these phrases, you must appreciate that they comprehend the situation I have described. The reality is that authorized carriers grant the sanction of their operating rights to unregulated private individuals who are

actually engaged in public transportation. By a euphony of words, it is said that the authorized carrier merely augments his equipment by leasing a gypsy's truck for a certain time.

Now let us consider some very concrete aspects of this general situation. Since the Motor Carrier Act and court decisions under it have always stressed that safety on the highways is among the paramount objectives of regulations, I shall first address myself to the safety aspects of this situation. Obviously the huge and heavy trucks which now run on our highways can be highly dangerous instrumentalities to the traveling public, and all possible precautions to assure the safety of the vehicle and the competence of the driver should be taken.

In recognition of these facts, the Commission has prescribed safety regulations excellent in theory. Any vehicle engaged in transportation must meet rigorous requirements with respect to its brakes, lights, tires, steering mechanism, and a host of other incidental features such as provision of proper windshield wipers, flares and fuses in case of breakdown, etc. The driver of the vehicle must pass a physical examination and his hours of driving are circumscribed. He may drive no more than ten hours in any one stretch and must then take at least eight hours of rest. He may not exceed a maximum of seventy hours of driving in any one week.

Need Proper Conditions

These necessary requirements are obviously not self-enforcing and the key to their proper enforcement is the establishment of basically proper conditions which will make it possible and economic for carriers to abide by them. If transportation were actually conducted by the authorized carriers in vehicles owned by them and using drivers employed by them, the enforcement problem would not be too difficult. Such a carrier would have a large stake in compliance with the law and could not afford continuously and flagrant-

ly to violate these safety requirements. Particularly would this be true if the Commission's powers to penalize for law violations were greatly strengthened in the manner I suggested.

But transportation is not conducted in this way; it is conducted by gypsies or wildcatters in the manner I have described. The situation then virtually assures that the safety requirements will be flagrantly violated. The carrier who gives a gypsy a load cannot, by any means, afford to inspect the gypsy's vehicle. It is foolish to suppose that they ever do so more than occasionally when every economic consideration points to the fact that they cannot afford an adequate inspection of a vehicle which is in their employ for only a few hours or days, and when the carrier is anxious to beat the gypsy down to the lowest possible rate. The same economic considerations preclude the carrier as a practical matter from investigating the physical condition of the gypsy and his recent driving record. The carrier has no means of checking whether the driver has just driven 20 straight hours or has been idle for that period. It has no control over whether the driver will proceed straight through on a 24-hour journey or will take it in stretches with proper rest. Even if the driver has a physical certificate, it is meaningless since the carrier will be unfamiliar with the doctor who gave the certificate.

It is these conditions which lead to murder on the highways. It is the responsibility of the carrier and of the Bureau of Motor Carriers, and not of the gypsies except in a very limited sense. Only too often the gypsy has been induced into the field by glowing advertisements of carriers and has been sold a second-hand or discarded tractor on time by the carrier involved. The gypsy can make a living and meet the payments on his truck only if he keeps driving, i.e., if he keeps violating the safety requirements.

All that I have stated is not merely

my speculation; it is proven fact established in the record of the proceeding before the Commission which I have mentioned. The Union there produced ten witnesses who worked as gypsies for varying periods and who were thoroughly familiar with actual conditions. Uniformly, they testified that the trucks they drove and the hours they kept violated the Commission's safety requirements. Economic necessity drove them and stay awake pills, available at trucking stops, sustained them when they drove for periods as long as 36 hours. The almost invariable outcome of their efforts to make a modest living and to pay for their truck was eventual foreclosure on the vehicle by the bank or company which held the mortgage. But in the meantime, they played havoc with safety on the nation's highways.

The irresponsibility brought about by the presence of the gypsy and his exploiter in the transportation field may take a very concrete form. When the unsafe condition of a gypsy's equipment, or excessive strain on him, results in an accident, the unfortunate victim may encounter total financial irresponsibility. The gypsy often lacks public liability insurance on his vehicle. If the gypsy happens to be returning empty from a trip lease undertaken for a carrier, the carrier may successfully avoid any responsibility. If the gypsy is carrying the freight of several carriers, each may claim another bears sole responsibility. All too frequently, there is no financial responsibility or an involved legal

proceeding is necessary to determine who is answerable.

Now let us turn away from the safety factor to some other evils bred by the conditions which I have described. In theory, the Commission issues certificates to qualified applicants to conduct a public service, issuing or denying a certificate dependent upon the quality of the applicant and the public need for the service he proposes to render. But this entire theory on which regulation is premised goes by the boards because of conditions obtaining in the motor freight transportation field. Carrier A may have authority to operate only from Washington to New York and may have been specifically denied the right to render transportation between New York and Boston on the ground that adequate public service between those points already exists and that further authorizations would lead to ruinous competition. But Carrier A is by no means required to confine his operations between Washington and New York. On the contrary, he is virtually invited by the laxity of leasing practices to conduct his operations wherever he pleases. If he is tendered in Washington a load of freight for delivery to Boston, he engages a gypsy to carry it to Boston and if, by ill fortune, the gypsy is stopped by an ICC inspector between New York and Boston, the gypsy has only to say that he is hauling under oral lease for Carrier X which has authority to operate between these two points.

Unscrupulous carriers quickly capitalize on the possibilities of the situation and are alert to make prior back-scratching agreements with others similarly unscrupulous in order to invoke their certificate in case of need. Our supposititious Carrier A with authority to operate only between Washington and New York will have a prior understanding with Carrier X which has authority to operate northward from New York. Carrier X will constantly be prepared to assert, in case one of Carrier A's gypsies is caught

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beyond its confines, that the gypsy was under oral lease to Carrier X. Carrier A will reciprocate the favor where necessary. Some carriers even exchange blank forms among themselves as a precautionary measure.

It is small wonder that one witness testified that "regulation is a joke." So long as the Commission recognizes the "freedom to lease" which it has tolerated for so many years, carriers are able to serve virtually anywhere they please and escape detection in the manner outlined. The unauthorized competition which results has a staggering impact not only on motor carriers but on other forms of transportation, particularly railroads.

The whole system is designed to break down rate structures. The certificated carrier who resorts to the use of gypsies, partially or totally, does not have any real costs in any conventional sense. He rents the protection of his certificate to a gypsy for a percentage of the revenue from the shipper. He is thus able to offer service to a shipper at a slight increase beyond his expense in hiring a gypsy. Those carriers who are endeavoring to render a proper public service, using their own vehicles, employing their own drivers, maintaining safety departments and adequate inspection and repair facilities, are being driven to the wall by other carrier who use gypsies. Mr. Adley, president of a large and experienced carrier in the east, is going to follow me on the stand and I will not continue with further details on this score. The sad consequence is that many legitimate invested carriers are being driven, against their inclination, to resort to gypsies in order to remain in business.

Situation Is Unsound

I could continue almost indefinitely cataloguing the unfortunate and evil consequences of the Commission's long toleration of these so-called "leasing practices." The situation is fundamentally unsound and must be corrected. Evils are in-

evitable when the ostensible carrier, regulated by the Commission and presumably responsible to the public and the shipper, is not the actual carrier. The actual carrier is, in truth, a gypsy—a stranger to the regulatory process and to the shipper and lacking the public responsibility. Carriers who use gypsies cannot exert over them the control and direction implicit in the carrier's public service status. Service to the shipper is often bad, and obligations to the public are avoided.

Now let us turn from an examination of existing conditions to see the extent to which the Commission has been aware of them and what it has done to eliminate them. According to the testimony of the Director of the Bureau of Motor Carriers, it first became concerned with the leasing practices of motor carriers in 1940. Before there were any tangible results of this concern, the war intervened and the necessity of moving freight, no matter how, overrode all other considerations and buried the leasing problem during the war.

Evils and the Cures

In 1947, and with the return of more normal conditions, the Bureau of Motor Carriers again undertook investigation of the "leasing practices" of carriers and at this time it both prepared tentative rules which, significantly, it offered to the American Trucking Associations for criticism and suggestions, and also initiated a field study by its staff. The survey of actual conditions reported by the Bureau staff early in 1948 is an eyeopener and this Subcommittee should obtain and incorporate it in its records. The staff reported some 77 practices which it considered pernicious in connection with leasing practices and gave examples of each. In summary, they found that carriers resorting to leases of vehicles, particularly of gypsies, did not assert sufficient control over the operation of the vehicle and did not have adequate control, direction and domination of

the transportation service being offered. The study further disclosed that carriers resorting to gypsies were avoiding their carrier responsibilities, losing contact with shippers, and not maintaining adequate control over the drivers. Even spokesmen for the ATA admitted that the situation described by this survey was accurate.

To a Sad Ending

The hearings in Ex Parte MC-43 were finally gotten under way in October, 1948, after the type of avoidable delay which has constantly marked the proceeding. At these hearings, which ran into January, 1949, a plethora of evidence buttressed the view that intolerable conditions were being created and abuses flourishing because of so-called "leasing practices." The Examiner who presided at the hearing and heard the evidence concluded that corrective action was clearly required in order to strike at some of the evils disclosed. He therefore proposed tentative rules which would have forbidden any leases of equipment by carriers for a period less than 30 days and would also have required that carriers assign their own employees as drivers of the equipment which they leased.

The suggested remedy of the Examiner is considerably less than what seemed to our Union to be required and sound. It was and is our belief that carriers should be required to own their own equipment, and be permitted to lease additional equipment in peak periods of business only from other authorized carriers—the natural source to which they would normally look for purposes of obtaining additional equipment. The Examiner, while he rejected this approach, did conclude that the present trip leasing of gypsies was unconscionable and must be halted.

Now comes the sad part of the story. The Examiner's report was issued in August, 1949, and of course was bitterly opposed by selfish trucking interests who have grown fat by their exploitation of

gypsies. Exceptions to the Examiner's report were reviewed by Division 5 of the Interstate Commerce Commission and after another of the unwarranted delays which I mentioned, Division 5 issued its report July 5 of this year.

The report of Division 5 will astonish this Subcommittee. It made only minor and immaterial changes in that part of the Examiner's report which summarized the evidence at the hearings and disclosed the extensive abuses and evils of current leasing practices. But Division 5 wholly departed from the action recommended by the Examiner and, in effect, wrote a simple ticket for the carriers to continue precisely the practices which have flourished. Specifically, Division 5 abandoned the Examiner's requirements that leases must be for periods of no less than 30 days and that carriers must assign their own employees as drivers. Virtually all Division 5 did require by its recommended rules governing leasing practices is carrier compliance with a little red tape before continuing as they have been. When a carrier now wishes to obtain the services of a gypsy, a printed form must be signed by both parties which certifies that the carrier has inspected the vehicle and has obtained assurances as to the driver's general fitness to drive.

Rules Are Inadequate

It will be apparent to the Subcommittee that these rules are wholly inadequate, in fact ridiculous. The gypsy-using carriers state that they get off "scot free." The one thing which the hearing established beyond doubt was the fact that the evils flowing from leasing are the result of economic compulsion on the gypsy and the carrier to short-circuit safety requirements. The carrier who employs a gypsy for a day's journey cannot economically afford to inspect adequately the gypsy's equipment and driving record, and the Commission's requirement that the carriers certify he has done these things is merely to in-

vite a false certificate and run the extremely slight risk of detection.

I have said that the Division 5 report is an amazing document. Let me quote one paragraph from it which will adequately disclose to the Subcommittee what I have in mind. Here is what Division 5 said:

"We are convinced that the trip-leasing of the itinerant owner-operator, as disclosed herein, is inimical to sound regulation and proper administration of the safety regulations. We are not satisfied that a rule prohibiting such trip leasing should be prescribed at this time. We believe that correction of this situation should first be left to authorized carriers which engage in such trip leasing. We shall require that all equipment utilized under trip leases be inspected and that such authorized carriers insure that the drivers thereof comply with our safety regulations."

That paragraph defies analysis. The Division expresses its conviction that trip leasing of gypsies is inimical to sound regulation and proper administration of the safety regulations; but in the very next sentence, proceeds to say that it should not be prohibited. If any reason is given why trip leasing should not be prohibited, it is merely that correction of the situation should be left to authorized carriers. This, of course, is precisely what has been done since 1935 with the results that the hearings disclosed. Division 5 then says that it would require that trip leased vehicles be inspected and their drivers comply with safety requirements. The obvious vice of this is, of course, that the Commission always did impose these self-same requirements that are now said to be alone necessary.

Unhappy Conviction

Our review of this proceeding leaves the Union with the unhappy conviction that the Commission may lack the ability to require even what it recognizes as necessary. The decision is, I must point out, only an interim decision in that it was promulgated by Division 5 and the full Commission will have an opportunity to examine it. But, since the three Commissioners who comprise Division 5 and who presumably are

the experts in motor transportation have already passed upon the matter, the prospect of a departure from this unhappy decision is not too bright.

Here was the Commission's golden opportunity after years of eye winking regulation to achieve a substantial solution to most of the evils in the motor freight transportation field. It has for a period of several years temporized, delayed and finally, as of this date, refused to act in any way which may disturb the entrenched position of the cutthroat operators of the industry though that position is based on unconscionable exploitation of gypsies.

Regulation Is Favored

It seems superfluous to say that the Union favors regulation of the motor transportation industry. Regulation of this important public service is essential. But the unfortunate truth is that after fifteen years of the Motor Carrier Act we do not have any effective Commission supervision of the industry which could properly be termed "regulation." The present situation represents hypocrisy in that it presupposes regulation but does not achieve it. The Union hopes that out of this Subcommittee's labors or even out of the Commission's further consideration of Ex Parte MC-43, there may come a reassertion of the Commission's authority in the field. If our hopes are frustrated, then we shall urge removal of the regulatory function to a new agency or complete abandonment of regulation as preferable to existing hypocrisy. If the total situation in 1950 is almost identical with that before 1935 which led to regulation—and it is—then the pretense of regulation will have to be adjudged a failure and abandonment of the pretense considered or some further effort be made through the creation of a new agency, divorced from the pattern and tradition of fumbling ineffectiveness of the Commission.

Britons Learn Freight Handling

THE International Brotherhood of Teamsters in eight cities and the International Office have aided in conveying an understanding of the union and of American transport methods to a labor-management team of specialists from Great Britain.

The Freight Handling Team—Specialist Team No. 4—was brought to America under the technical assistance program of the Economic Cooperation Administration. The purpose of the visit was to learn ways to improve transport operations in Great Britain and to study American methods and equipment.

The eight cities visited included Boston, Mass., New York City, Washington, D. C., Philadelphia, Pa., Chicago, Ill., St. Louis, Mo., Baltimore, Md., and Indianapolis, Ind. The team arrived in New York June 4 and departed July 13. Upon arrival the team will prepare a report for general circulation on find-

Specialist Team From England Studies Methods Used in United States; Teamsters in Eight Cities, International, Are Co-Hosts With ECA

ings and recommendations as the result of the study trip made in the United States.

A highlight of the trip was the visit to Indianapolis, headquarters city of the International Brotherhood of Teamsters. While in the city the team attended a conference at the General Office, 222 East Michigan Street. The members were shown through the offices and introduced to Teamster Union officials. The work of the union was explained and questions were answered by General Organizer Albert Evans.

Union Explained

Joint Council No. 69 entertained the team with J. C. President O. B. Chambers and Emmett J. Williams,

secretary-treasurer, explaining the workings of the union.

Two members of the team from the British Transport and General Workers Union were both made honorary members of Teamster Local No. 135 while they were in Indianapolis.

The specialist team is one of several groups which are being brought to the United States under the ECA technical assistance program. Team No. 4 included representatives from railways, docks and harbors, and road haulage.

In the railway group were three from the supervisory or management field: Arthur C. B. Pickford, team leader; Eric K. Whittingham, and John H. Vine and two from the



Shown at a luncheon given in Indianapolis by Teamsters Joint Council No. 69 to a team of British labor, management and government are: (standing, left) Leslie G. Taylor, Docks and Inland Waterways executive, London, and Richard L. H. Farmer, managing director, Atlas Express Carriers Co., Ltd., London, representing the Road Haulage Association. Sitting around table (left to right), George A. Baxter, traffic manager, National Farmers' Union, London; Wilfred Ingleson, Cadbury Bros., Ltd., Birmingham, England; Duncan Reid, member of the team; Thomas G. Gibb, Road Haulage executive; George Acton of Joint Council 69; Richard F. Aston, motor driver of British Railways; Frank Cousins, Transport & General Workers' Union, London; Arthur C. B. Pickford, railway executive, London, team leader; Emmett J. Williams, Joint Council 69; Albert Evans, General Organizer, IBT; O. B. Chambers, Joint Council 69; Thomas W. Condon, Transport & General Workers' Union, London; Edward G. Bowers, motor driver of British Railways; John H. Vine, railway executive, London; Harry Davies, efficiency engineer, Rubery, Owen & Co., Ltd., Darlaston, Staffordshire, England; Charles H. White, railway executive, London, team secretary; Jules Demeter, representing ECA. Standing (right), Frank J. Dowsett, Port of London Authority, and Derek H. F. Joyce, Shell-Mex & B. P. Ltd., London. Teamsters from eight cities participated in the event.

workshop group, both British Railway motor drivers, Richard F. Aston and Edward G. Bowers.

Three were nominated for the team from Docks and Harbors: Leslie G. Taylor, supervisory; Frank J. Dowsett, association; and Thomas W. Condon, O.B.E., of the workshop group and member of the Transport and General Workers Union.

The three from the Road Haulage group included Thomas G. Gibb, supervisory; Richard L. H. Farmer, association; and Frank Cousins, national secretary of the Road Transport Commercial Section of the Transport and General Workers' Union.

Four men were nominated as representatives of users: George Baxter, of the National Farmers' Union; Derek H. F. Joyce, of Shell-Mex; Harry Davies, an efficiency engineer; and Wilfred Ingleson, a technical assistant of Cadbury Brothers. Chas. H. White was team secretary.

The members informed the Teamsters at the Indianapolis meeting that "road haulage" in Britain is trucking and is operated under a system comparable to that prevailing in the U. S. The Road Haulage Association is similar to the American Trucking Associations here. The employees have their organization, the giant Transport and General Workers' Union.

During the visit to Indianapolis Joint Council 69 took the team members to the Indianapolis Stockyards, one of the largest stock-handling centers in the country; the famous Indianapolis Motor Speedway, where the annual 500-mile Memorial Day race is held; the Chevrolet body plant, and the Allison Engineering Company. On the second day the team inspected the Hayes Freight Lines terminal, the New York Central Railroad Depot and the Indianapolis plant of the International Harvester Company.

Visits to other cities included inspections of various types of freight-handling methods and equipment. In Boston the mechanical handling

of fish and lumber were inspected. In St. Louis truck and fork lift factories were visited and methods of ferrying freight across the Mississippi was investigated. A mechanized terminal set-up was inspected at Baltimore and both manufacturing and freight loading and transfer facilities were inspected at Philadelphia.

In visits to all cities Teamster Union locals and Joint Councils were helpful in introducing the team members to the principal points of their trade and professional interest. All members of the visiting group were enthusiastic in their praise for the hospitality shown by Teamsters. It is hoped, one of the team members said, that a better understanding between the Teamsters' Union of the United States and transport workers of Great Britain will result from the specialists' visit to this country.

The European visitors were feted by Teamster officials in Washington, D. C., during a three-day stay. They were guests of Robert Lester, president of Joint Council No. 55, and other officers.

Safety More Than Just One Thing

(Continued from page 14)

eliminated. The only measure of the adequacy of a highway location is the facility with which traffic moves over it. It is not sufficient to consider the various elements of design, such as gradient, curvature, and sight distance independently. The operating efficiency of the road can be measured only in their total effect, not in the effect of each element separately."

The so-called "passing factor" is said by engineers, Mr. Holmes told his audience, meaning the percentage of the road on which safe passing can be accomplished, is the most useful measure of its adequacy.

Statistics on safety or any other aspect of transportation are sometimes puzzling, but it is interesting

to note that according to the National Safety Council accident rates in trucks for hire are declining percentage-wise. In the truck group made up chiefly of tractor-semitrailers or truck with full trailer the accident ratio in 1947 was 2.31 (number of accidents per 100,000 vehicle-miles). In 1948 the figure had declined to 1.97, a marked decrease. ('49 not available.)

All Type Accidents

It should be pointed out that the ratio indicated includes all types of accidents, even of the most minor and insignificant character which result in no damage or injury to personnel, cargo or vehicle. If these fender scratches and the like could be eliminated the ratio would be much lower than it now appears.

We do not know from the figures of the National Safety Council in how many cases the motor transport driver was at fault and in what cases he was not. This is an important consideration in assessing the real status of truck safety on highways.

The International Teamster Union has waged an unrelenting campaign against the so-called "gypsy" driver. The safety factor is one of the most vulnerable in the case of the gypsy. The evidence presented before an examiner of the Interstate Commerce Commission over a period of months reveals in dramatic and sometimes tragic detail the safety shortcomings of the gypsy. Without rigid physical or mental standards and traveling under no hours limitations, with attempts being made constantly to beat tough financial schedule, the safety factor is definitely one of the first to suffer.

It is hoped by the Teamsters and legitimate operators alike that the safety rate on the highways will be helped by the recent ICC order leveled against the gypsy operation.

The Teamsters know that highway safety requires more than rules, regulations and fleet standards. Safety requires skilled drivers, working decent hours at decent wages under good conditions.

Vacuum Drainer Makes Fast Oil Changes Easy

Oil changes can be made while an attendant is filling the vehicle's gas tank when a newly-introduced crankcase drainer is used.

The unit's vacuum operation draws the oil from the crankcase into a five-gallon container through a tube which is inserted in the oil measure opening. Completely air operated, the portable unit weighs eleven pounds.

★

Lightweight Reflectors Made for Rugged Duty

Light weight and small, a new warning reflector now being marketed is, nevertheless, designed for rugged duty, according to its maker.

The unit is three inches by four and a half inches by eight and three-eighths inches. The case can be easily stored in the tool compartment or attached to the vehicle. Made of plastic, the reflectors are visible up to a half mile in rain or snow, the manufacturer says.

Reflectors automatically lock in vertical position. They meet ICC requirements for truck emergency warning signals.

★

Paint Can Spout Ends Slopping, Maker Says

The manufacturer of a pouring spout says that when his product is snapped in place on a paint can after removing the lid faster stirring of the paint is possible without the usual slopping over the edge. Pouring also is made easier, it is claimed by the shape of the spout, which reduces dripping and affords a resting place for the brush.

Rim of the can is kept cleaner for an airtight sealing and easier reopening, the maker claims.

★

Dust-Proof Seat Cushion Has Comfort Features

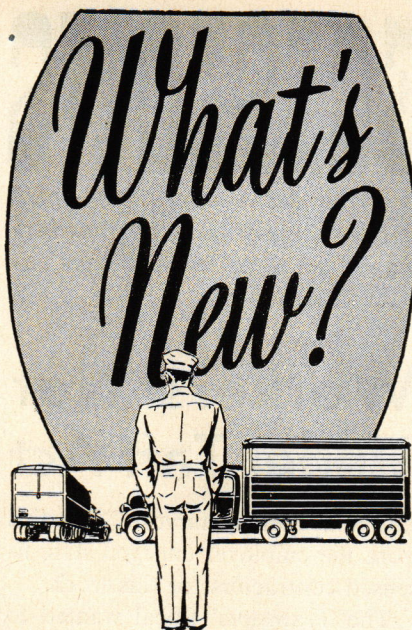
A new seat cushion, made of Airfoam, is claimed to require no repairs and to be dust, germ and moth proof. The item, especially designed for buses and trucks, is a great ally to driver comfort, according to the manufacturer.

Airfoam, a latex product, is honey-combed with tiny interconnected air cells. Under sudden pressure, air in the cells escapes slowly, providing a cushioning effect and avoiding "sudden slumps."

★

Fast Wheel Change Claimed by German

A 15-second wheel and tire change is the boast of a German inventor who is said to have worked on his idea for ten



years and says he has been offered \$5,000,000 for the idea. It is said to be adaptable to any automobile wheel and is locked and unlocked by a key.

The device is still not on the market.

★

Variable Darkness In Sun Glass Lens

Variable-darkness lenses in sunglasses of Polaroid are now available. The darkness desired can be obtained by adjusting the lenses with a tiny lever under each lens.

★

New Cold Metal For Body Patch

A "liquid metal" for patching rusted-out spots on bodies and fenders is now available. The paste is spread on, allowed to harden, and then can be sanded and filed like body solder but no heat is necessary for application. It is applied over a plastic backing strip, with a metal backing strip or, on small jobs, no backing strip. The patch is sold in a kit form consisting of plastic patch kit, a solvent which hardens the patch after application and the metallic filler.

★

Liquid Wax Gives Auto Luster and Protection

Higher luster and longer-lasting wax protection are claimed for a new liquid auto wax which requires no polishing, buffing or rubbing.

After the new wax is wiped on the clean finish, a haze appears within a few minutes. This is merely wiped off with finger-tip pressure to leave a bright luster and a protective wax film. Following the first application, light dirt and dust can be wiped from the smooth finish left by the liquid wax, according to the maker.

Unit Controls Throttle During Power Unloading

When operating truck equipment with power take-off, engine speed can be controlled automatically with a new throttle control unit. The manufacturer announces his unit consists of a hydraulic piston connected through linkage to the accelerator lever on the carburetor and derives hydraulic power from the power take-off pump or the equivalent.

★

New Style Welding Gloves Introduced

Three new styles of welding gloves have been introduced by a New York manufacturer.

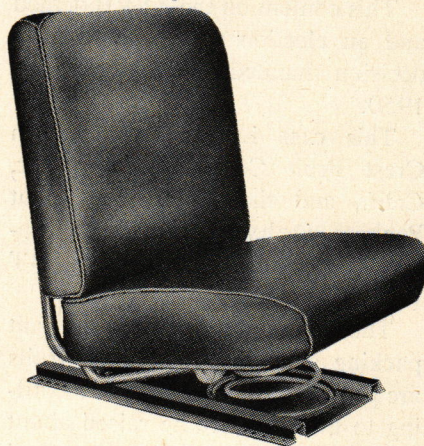
The first type gloves, the "A" style, are made of carpincho leather with a wool-lined back for heat resistance. The one-piece leather back, with fingers and gauntlet included, is designed to eliminate seams. Stitching is of the inseam type.

The "B" and "C" gloves feature the same construction as the first style, but the "B" glove has palm, thumb and fingers made of chrome-tanned horsesplit, with No. 1 cowsplit back. "C" has a two-piece lined leather gauntlet.

All three glove styles come in medium-full size.

★

Easy-to-Install Seat Aids Safety, Comfort



Easy installation features a new truck seat which the maker claims will provide added safety by reducing "driver fatigue and discomfort."

The manufacturer claims his truck seat protects the driver against back-busting through a double action shock absorber, plus a variable-rate coil spring which gives any weight of driver the same smooth ride.

In addition to the double-action hydraulic shock absorber and the variable rate coil spring, the truck seat claims a third feature—a one piece stabilizer, rubber mounted, to control bucking and side-sway.

The seat fits 90 per cent of all trucks, the maker says.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Packing Shed Workers Not "Farm Laborers" Under Taft Act

The International Brotherhood of Teamsters has just won another contention before a National Labor Relations Board in a case involving packing shed workers on the West Coast.

The Teamsters had sought to have a collective bargaining election held in a fruit company and the employer contended that the packing shed workers were "agricultural laborers" under the Taft-Hartley Act and thus were not entitled to the protection of the labor law.

This contention the NLRB denied and an election was ordered in a decision handed down June 19, 1950.

This case involved the Crown Crest Fruit Company of Sanger, Calif., and the Dried Fruit, Nut Packers, Dehydrator Warehousemen's Union Local 616, IBT (AFL).

The employer operated a fruit packing shed in which fresh fruits are prepared for shipment. According to the evidence he raised about 8 per cent of his total output and bought 15 per cent in "on the vine" contracts. More than 76 per cent was purchased under contracts in which the packer agreed to pay the grower only for such of the fruit as passed U. S. grading requirements and was "packed out" for shipment, and another 5 or 6 per cent was purchased without any contractual agreements with the farmers.

The employer attempts to give services necessary to mature the crops and cultivate, prune and irri-

gate and later to harvest. For this work the employer engaged state licensed contractors for this work.

The Teamsters' Local wanted to organize the packing shed workers and met resistance on the part of the employer who contended his workers were "agricultural laborers" and were therefore exempt from the National Labor Relations Act.

In rejecting the employer's claim, the NLRB said the precise question had not theretofore been presented before it. The Board said:

"In interpreting the agricultural exemption in the Fair Labor Standards Act, the courts have held that 'where an employer's business regularly involves the handling of commodities grown by others, those activities are not a practice incidental to farming, even though the handling and processing of his own grown commodities would be incidental to his farming operations.'

"As for the produce packed by the employer under the 'on the vine' and 'pack out' contracts . . . they are neither packed 'on a farm' nor 'by a farmer' as an incident or in conjunction with such farming operations within the meaning of the applicable definition. . . .

"We do not believe the employer is a 'farmer' by virtue of the arrangements he makes with the growers."

The Board pointed out the contracts were a financing device and were made each year on a seasonal basis, and added:

"In any event, the packing is not

merely incidental to whatever farming operations are involved. The employer conducts the business of its packing shed as a separate operation, using employees who are hired by it directly and who work only at the tasks involved in packing and shipping fruit."

The Board held that the employees engaged in the preparation of fresh fruit for shipment constituted an appropriate bargaining unit. It also ruled against the employer who tried to get the truck driver at the shed excluded. The Board held that his work was allied to that of the packers and he was not an "agricultural laborer." The Board excluded from the bargaining unit the office and clerical employees, the watchman, supervisors and boxmaker and helpers.

Bus Dispatchers Not Supervisors, NLRB Rules

A representation election was ordered recently by the National Labor Relations Board in a case involving bus dispatchers.

The case arose between the New England Transportation Company at Boston, Mass., and the Amalgamated Association of Street & Electric Railway & Motor Coach Employees of America (AFL).

The union sought to have a representation unit set up of the dispatchers and failing that it sought to have the dispatchers added to the existing unit of operating employees.

The question arose as to whether these dispatchers would be eligible to be in a bargaining unit on the grounds that they might be supervisors. The company claimed the dispatchers were supervisors and directed the operators, cancelled trips, checked overtime cards and performed other duties of a supervisory nature.

The NLRB rejected this contention and said the dispatchers could have their own unit or could be included in the existing unit of operating employees.

The Board said the dispatchers in

routing the busses and determining the number of drivers needed and in so doing are handling routine tasks. They are paid a weekly wage based on a 40-hour week and are paid overtime. The tasks cited by the employer, while supervisory to some extent, does not make the dispatchers supervisors and therefore an election is directed.

May Be Unfair for Boss To Aid in Decertification

If an employer helps prepare papers for a decertification election in a labor situation, he may be committing an unfair practice, according to a decision by the National Labor Relations Board recently.

A concrete block and pipe company and an operating engineers' union were involved in the dispute.

A consent election was won by the Union in December, 1947, and a contract was agreed upon by the parties by October, 1948. The contract was submitted to the company for signature, but either top officials or company counsel were all out of town and finally the company decided to hold the contract in abeyance pending possible decertification proceedings.

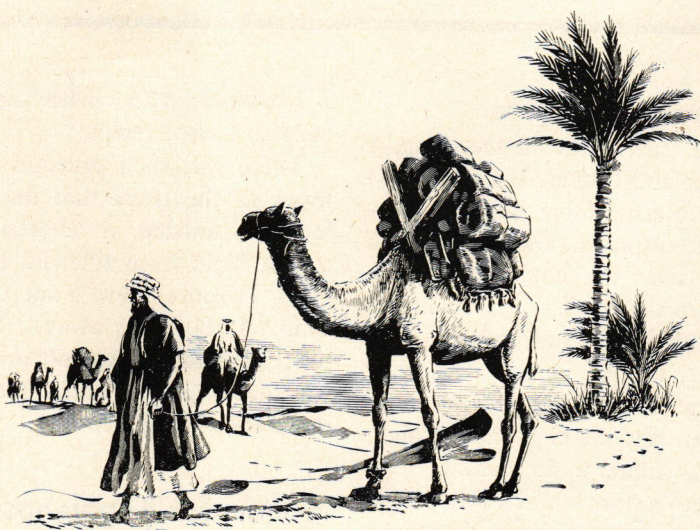
The company told a group of employees they had a right under the law to hold a new election and he said, "If you decide you want to ask for a new election and you want me to, I'll be glad to arrange it so you can get a paper for the men to sign and a form for you to send to the Board."

Shortly thereafter a petition was passed around on which decertification request was based. It was filed in the regional NLRB office and was dismissed.

The NLRB said that "An employer is obligated to bargain with a certified union during the certification year regardless of the imminence or actual pendency of a decertification petition."

It also held the employer violated Section 8 of the Taft-Hartley Act through aiding in the decertification.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



Camel Transport

ONE of the most ancient of transport methods and one not completely out-moded by modern science is the camel.

A combination of peculiar physical characteristics of the animal itself and the arid wastes of much of the world have contributed to make this ancient beast of burden a useful factor in world transportation since early times.

The camel with its capacity to travel for days without water across deserts and its capacity to carry heavy loads have made it literally a "ship of the desert."

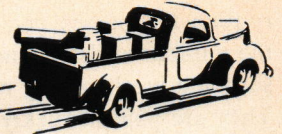
These lumbering animals, mean in disposition, but having unusual characteristics of endurance, have marked the trail of civilization since antiquity. The camel caravan routes have been the paths of progress in much of the world in the Near, Middle and Far East from early times.

The camel has been associated with colorful stories and legends in both ancient and modern times. Most famous perhaps is the use of camels to bring the Three Wise Men to the crib of the Christ Child in Bethlehem. In modern days we have seen the exploits of Lawrence of Arabia and of the modern military Camel Corps which is among the world's most colorful of fighting outfits.

The camel is a symbol of the desert and it is in the desert regions of the Middle East that much of the tension in the world between East and West is developing. Many believe that the next expansion thrust by the Soviet Union may come in the Middle East. If fighting does develop, all the weapons of modern war including the latest type planes and surface vehicles will be used. But the lowly camel, symbol of ancient trade routes and desert travel may have a role to play—at least in guerilla tactics, espionage and emergency transport.

No. 2
OF A SERIES

SHORT HAULS



Drivers Earn Tribute

Huge truck vans 42 feet long, 8 feet wide and 12 feet high, were used by the Nash Motor Company recently to display a new model car to dealers over the country. Paying tribute to the truck crews, members of Local 95, Kenosha, Wis., the company's house organ says they "performed an outstanding job, driving from city to city on overnight schedules timed to the minute. Despite heavy storms and adverse road conditions on some hops, the trucks arrived in time to open every dealer meeting on schedule." Members of the crews were Henry Stukenberg, William Bednar, William Kalis, Thomas Vandeveld, Louis Spaay, Ray Kronsoble, Eugene Robillard, Emil Brehm and Ernest Sampe.

ICC Halts Freight Cut

A proposed 50 per cent cut in truck rates for hauling frozen fruit juice concentrates from 18 points in Florida to Jacksonville has been suspended by the Interstate Commerce Commission. The suspension was taken on complaints, made by the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad.

Fleet operators had planned to cut rates and raise weight limits from 20,000 to 36,000 pounds. The ICC said it would investigate the new rates and the complaints of the railroads between now and November 9, when the suspension expires.

Truck Speeds by Air Freight

Speedy delivery of trucks to their destination some times requires air freight for long over water journeys. An instance of this sort turned up recently when a Clintonville, Wis., manufacturer was called on to ship

a 7,000-pound four-wheel-drive vehicle to Cairo, Egypt.

There was such pressure for delivery of the truck that the manufacturer utilized a chartered air freight flight from Idlewild International Airport, New York City, to Cairo, 1,900 miles away. The delivery was made in good order. It was necessary to break the truck down for air shipment.

Honors for Angelenos

Brothers Harry W. McLellan and A. W. Henricksen, members of Local No. 389, Los Angeles, received "driver of the month" honors at a recent banquet in the southern California city. The firm for which they work, Bekins Van and Storage Company, was named the grand sweepstakes winner in the California State Fleet Safety Contest, and in

addition was awarded the trophy for first place in the state-wide Class B local (city) contest for the best accident frequency rate.

McLellan's record is 29 years of driving with only one non-chargeable accident. Henricksen has driven 19 years without an accident.

Parkway for Safety Urged

Speeding up the proposed new parkway development on the Baltimore-Washington, D. C., highway is being urged by newspapers in the East in the interest of cutting down the high accident toll.

Called the "Bloody Baltimore Pike" by one editor, this stretch of road is termed the most dangerous in Maryland and one of the most dangerous in the East.

Last year 729 accidents were reported on the 30-mile road with 38

Local 463 Members Win Awards



Pasteur Hero Awards of the Milk Industry Foundation were recently awarded in Philadelphia to two members of Local Union 463, Morris Toll and Louis Rodgers. Only eight such awards have been made this year. In the above group are, from left: Dr. Rufus Reeves, director of the Philadelphia Health Department, who presented the medals; Brother Toll, Dr. Theodore Distler, president of Franklin and Marshall College, the principal speaker; Miss June Stephens, and Brother Rodgers.

fatalities and 488 injuries. High speeds have been blamed for the major number of accidents. Growing traffic volume illustrates in this instance the inadequacy of many roadways to meet modern traffic conditions. Prompt appropriations and a "rush-order" priority is being urged in this vital highway link.

\$104,500,000 for Roads

Good news for Teamsters in New York State and those who travel through the state comes from the Public Works Department which announces it is going to spend \$104,500,000 on highway construction in the fiscal year which began June 1, 1950.

The new figure is \$7,500,000 over last year's figure.

Of the new total to be spent by the state of New York \$42,000,000 has been set aside for urban highway construction, chiefly in connection with arterial highway projects in cities. More than half of this figure will be devoted to improvements in New York City.

Another \$40,000,000 will be spent on the 500-mile state Thruway. About \$25,000,000 in Thruway construction has been completed so far of the estimated \$450,000,000 project.

How Many Communists?

How many Communists are there in the world? Nobody knows really, but experts on Russia examine reports coming from the Soviet Union in an effort to arrive at some approximate figures which have been described merely as "educated guesses."

The total card-holding members in the world, according to recent reports, is said to be between 25,000,000 and 26,000,000 with the bloc of members in the Soviet Union leading. Although no figures for the U. S. S. R. have been released, computations point to the figure being about 7,000,000.

China is second with 4,000,000

10 Years Without Accident



Brother H. E. Carter (left), Local Union 175, Charleston, W. Va., here receives from Governor Okey L. Patteson of West Virginia a gold watch as a safety award for driving 10 years through the mountains of that state without an accident. Brother Carter is a driver for Coastal Tank Lines, Inc. Shown from left: Brother Carter, E. A. Carter, president of Local 175; C. R. Vaughn, local manager for company; Governor Patteson; R. F. Varner, safety director for company; A. G. Stone, company attorney; Emmett Bush, director of the West Virginia Motor Truck Association.

members, an increase of nearly a million members in the last year or so. France is said to have 800,000 as against 1,300,000 three years ago. The figure for Hungary members is down to 950,000 from 1,150,000, while the figure in Bulgaria has slipped from a half million to 442,000.

The largest bloc of Communists in Europe totals more than 2,500,000 and is in Italy, with the second largest group or 2,000,000 in Czechoslovakia. Poland has 1,360,000 enrolled members and Rumania a million.

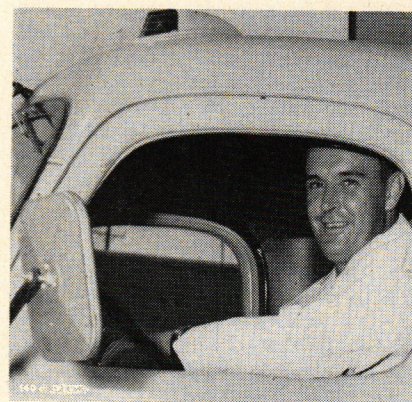
Losses have been registered by the party to an extent than its substantial gains leave the non-Russian total of Communists at about 18,000,000, or the same as the figure claimed a year ago.

Poor Vision a Safety Hazard

Higher visual standards for automobile drivers would help reduce highway accident toll, thinks Dr. Kenneth H. MacPherson of the American Optometric Association. He points out that 15 states require no vision tests for driver's permit and the examinations in other states are not thorough.

Wins Safety Award

Frank Walter Gray, 32, a member of Local Union 233, Indianapolis, was presented a certificate by the Indianapolis Safety Council for saving the life of a youth critically injured in a traffic accident. Brother Gray, a driver for Kingan and Co., meat packers, fashioned and applied a handkerchief tourniquet to the



Brother Frank Gray

youth's severed leg artery. Hospital authorities said the prompt attention saved the boy's life. A modest fellow, Gray slipped away from the accident scene after police arrived. His identity was determined only through a newspaper picture taken of his first aid action.

Relax WITH US

Really Missed Him!

The OR driver had had a fatal accident. The insurance company man was at the widow's house and was presenting her with a check for \$25,000, double indemnity payment on his life insurance. The widow was crying and unconsolable. She looked at the check and whimpered: "I'd give \$15,000 of this to have him back again!"

★

Very Helpful Helper

The driver and his helper decided to go hunting. In the deep woods, they were sprung on by a bobcat. The helper jumped for a tree and the bobcat and the driver went 'round and 'round. "Do you want me to come down and help you hold him?" he yelled from his perch. "No," yelled back the driver, "but you can come down and help me let go of him!"

★

You Know This One

Driver, after long wait in the beanery: "Hey, girlie, how about some food? I got a long, tough schedule ahead of me this afternoon."

Waitress: "That's tough, bud. My job is waiting on tables, not listening to other people's troubles."

★

Funeral Services Tomorrow

The golfer drove a mighty slice off the tee into the rough. He tramped in after it, wildly slashing the tall grass and cussing under his breath. Nearby was one of those Dear Old Ladies, walking her dog. She watched him for a long while. Just as he was about to give up, she walked over and said: "Pardon me, but would it be cheating if I told you where it is?"

★

By Special Delivery!

Father: "I won't have that young fellow that works at the truck terminal kissing you like that. I saw you on the porch last night!"

Daughter: "Don't worry, Daddy. He'll improve. After all, I just met him yesterday."

★

Only Way Out

The truck was headed down the long, curving road from the top of the mountain pass. It was raining and sleeting. In the rig was a full load of steel castings, urgently needed on the West Coast. The old timer was riding, while the new driver was at the wheel. Suddenly he yelled: "Hey! The steering wheel won't

work!" The old timer said: "Hit the brakes!" He did, and they went plumb to the floorboard as the truck picked up speed and wobbled from side to side. "Hit your trailer air" suggested the old hand. "That won't work, either!" said the tyro. "Throw it into low and cut the switch!" The youngster did, but the drive shaft or clutch failed and the truck kept rocketing down the mountain. Frantically the kid turned to the old timer and said: "What'll I do now?" The old timer said: "Repeat after me: 'Our Father, who art in heaven. . . .'"

★

Love in a Garret

She: "But, honey, how can we be married when I don't know how to cook?"

He: Don't worry. I'm an artist. If I live up to my reputation, there won't be anything to cook."

★

He Got Religion!

The driver was up for negligent manslaughter. He had been in court seven times before. "This is your eighth offense" said the judge. "The court has been lenient before, but I hope you understand what your situation is now?"

"Yes, your honor" replied the driver, meekly.

"Where's your lawyer?" asked the judge.

"I don't have one, your honor" replied the hapless driver. "This is so serious, I decided the best thing to do would be to tell the truth."

★

Then He Joined Up!

The non-union driver endorsed his salary check: "Any similarity between this check and a living wage is purely coincidental. John Doe."

★

Don't Answer That

Nurse: "Doctor, I don't understand why you always ask the patients what they had for dinner. Surely that doesn't always help you to diagnose a case."

Doctor: "No, but it certainly helps to diagnose a purse."

★

Nice Clean Fire

Driver: "We had a big fire at the soap factory where I work."

Wife: "What happened?"

Driver: "The place went up in smoke. After all the floors gave way, the walls fell with a thickening sud."

All-Check Drive

(Continued from page 9)

situations that could possibly happen in the trucking industry, as it keeps all members on their toes as to keeping their dues paid up to date. It enables us to contact non-members coming through our district."

Pittsburgh, Pa.

"The All-Truck Check definitely forms a blueprint of the trucking and allied industries with respect to our jurisdiction, and systematically points out the relative proportion of union members, delinquent members, and non-union persons engaged in work coming under our jurisdiction. This blueprint should enable Locals to have less delinquency with respect to dues. I believe the checking campaign is one of the most worthwhile and constructive programs for every affiliated Local individually and for our International collectively that our International Union ever sponsored."

New London, Conn.

"I found that when members were checked they were proud to show their books paid up. They also seemed glad we were doing a good job and many said we should do this more often. The campaign helped out receipts."

Kittanning, Pa.

"... a big success. It also made all drivers, as well as warehousemen, more union-minded."

Wenatchee, Wash.

"The checking stimulated organizational procedure to the extent we have added new members and have also picked up back dues."

Bakersfield, Calif.

"These checks are good for morale; the membership needs to be alerted from time to time."

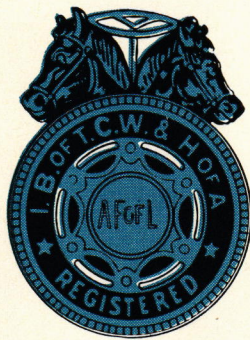
Lowell, Mass.

"The membership of this Local took great interest in having books checked. I believe the movement will eventually grow to be a vital occurrence in the Teamster organization."

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wear your

TEAMSTER INSIGNIA



Secretary, Local Union

City..... State.....

Please order the following articles for me:

_____ Gold Plated Buttons (Sterling)	\$.50
_____ 14-k Solid Gold Buttons	2.50
_____ Watch Charms	2.00

Ship to:

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Local Secretary will
remit this order and
total amount to John
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today

MAKE NOVEMBER 7

LABOR'S

DAY

VOTE

*for
victory*

